



CAMBRIDGE JOINT AREA COMMITTEE

Monday, 29 July 2024

16:00

Democratic and Members' Services
Emma Duncan
Service Director: Legal and Governance

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

**Council Chamber, Guildhall
Market Square, Cambridge, CB2 3QJ**

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

- 1 Apologies for Absence and Declarations of Interest**
Guidance on declaring interests is available in [Chapter 6 of the Council's Constitution \(Members' Code of Conduct\)](#)
- 2 Minutes - 12 June 2024**
- 3 Public Questions and Petitions**

5 - 14

DECISIONS

4	Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge	15 - 170
5	Vinery Road One-way Experimental Traffic Regulation Order	171 - 180
6	Consider Objections to Proposed Waiting Restrictions in Headly Street, Eagle Street and Hazell Street, Cambridge	181 - 196
7	Cambridge Joint Area Committee Agenda Plan	197 - 198

The County Council and City Council are committed to open government and members of the public are welcome to attend Committee meetings. They support the principle of transparency and encourage filming, recording and taking photographs at meetings that are open to the public. They also welcome the use of social networking and micro-blogging websites to communicate with people about what is happening, as it happens. These arrangements are set out in the [Filming Protocol](#).

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting [Democratic Services](#) no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Section 9, Part 4.4 (Committee Procedure Rules) of the [Council's Constitution](#).

Meetings are streamed to the City Council's [YouTube website](#).

The Cambridge Joint Area Committee comprises the following members:

Councillor Katie Thornburrow (Chair) Councillor Philippa Slatter (Vice-Chair) Councillor Dave Baigent Councillor Alex Beckett Councillor Naomi Bennett Councillor Gerri Bird Councillor Mike Black Councillor Elisa Meschini Councillor Rosy Moore Councillor Richard Robertson Councillor Neil Shailer and Councillor Karen Young

Clerk Name:	Nicholas Mills
Clerk Telephone:	01223 699763
Clerk Email:	Nicholas.Mills@cambridgeshire.gov.uk

Cambridge Joint Area Committee: Minutes

Date: 12 June 2024

Time: 4:00 p.m. – 5:15 p.m.

Venue: Council Chamber, Guildhall, Cambridge

Present: City Councillors: Dave Baigent, Naomi Bennett, Rosy Moore,
Richard Robertson, Katie Thornburrow, Karen Young
County Councillors: Alex Beckett, Gerri Bird, Mike Black, Catherine Rae,
Neil Shailer and Philippa Slatter

1. Election of Chair

It was proposed by Councillor Robertson, seconded by Councillor Bird, and agreed unanimously that Councillor Thornburrow be elected as Chair for the 2024/25 municipal year.

2. Election of Vice-Chair

It was proposed by Councillor Shailer, seconded by Councillor Beckett, and agreed unanimously that Councillor Slatter be elected as Vice-Chair for the 2024/25 municipal year.

3. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillor Alex Bulat (substituted by Councillor Rae).

Councillor Baigent declared a general non-statutory disclosable interest as a member of the Cambridge Cycling Campaign (Camcycle).

Councillor Slatter declared a general non-statutory disclosable interest as a member of the Cambridge Cycling Campaign (Camcycle).

4. Public Questions and Petitions

It was noted that no public questions or petitions had been received.

5. Overview of County Council Services Relevant to the Cambridge Joint Area Committee

The Committee received an overview report of the County Council services relevant to the Cambridge Joint Area Committee, including Streetworks and Permitting, Signals and Systems, Traffic Management Centre, Policy and Regulation, Parking Policy, Parking Operations, Bus Operations and Facilities, Highways Maintenance, and Active Travel.

While discussing the report, individual Members:

- Drew attention to the increase in streetworks permits and queried whether it was related to a backlog following restrictions in place during the Covid-19 pandemic or whether it would continue to be an issue indefinitely. It was suggested that the number of permits would likely reduce once the widespread installation of infrastructure for the fibre network had been completed, although there was also a significant amount of ongoing work to replace gasworks across the city, alongside other regular work. Members noted the high number of companies involved in streetworks and paid tribute to officers for managing the complex schedule.
- Expressed concern about pavement parking in Cambridge and suggested that physical barriers could act as a deterrent in areas particularly afflicted by the problem. Members were informed that enforcement could only be carried out if the pavement parking was alongside a double yellow line. It was noted that the Greater Cambridge Partnership (GCP) had been requested by the County Council to carry out a trial project to address the issue, but Members also expressed concern about enforcement, which was beyond the remit of the GCP, and requested a future report to the committee on pavement parking. **Action required**
- Clarified that the painting of lines on roads and cycle lanes was carried out by the County Council's Highways Maintenance team, and that it could be contacted either directly or via an area's Local Highways Officer.
- Highlighted the danger and frustration for residents of people parking on double yellow lines and emphasised the importance of enforcement to reduce the issue. Members were informed that they could contact the County Council's Parking Control team if there were specific concerns about an area.
- Suggested that members of the public were likely to contact members of the committee about issues within its remit and requested contact details for specific officers that worked in such areas, further to the generic contact details in the report. **Action required**

It was resolved unanimously to:

Note the contents of the report

6. Overview of City Council Services Relevant to the Cambridge Joint Area Committee

The Committee received an overview report of the County Council services relevant to the Cambridge Joint Area Committee, including Car Parks, Shopmobility, Taxicard, Walking, Cycling and Active Travel Promotion Grants, and Advertising Boards.

While discussing the report, individual Members:

- Welcomed the benefits of the Taxicard scheme for disabled people and suggested that it could be promoted more widely. However, it was also noted that there had been issues with vouchers being accepted, and confirmation was sought on whether the City Council communicated with local taxi firms on the issue, and to ensure that they followed up on exchanging the vouchers once they had been accepted. **Action required**
- Highlighted the importance of Shopmobility and suggested that its current location in the Grafton Centre could be reconsidered due to the redevelopment of the area, with the Cambridge Retail Park proposed as a potential alternative location. It was also noted that the British Red Cross Mobility Aids Service's lease would shortly expire in its current location, and it was queried whether the City Council would be able to provide space at Shopmobility, given the shared interest, to ensure the service could continue to operate. **Action required**
- Highlighted the benefit of comparing on-street and off-street parking charges in Cambridge, noting that the GCP's ongoing development of an Integrated Parking Strategy for the Greater Cambridge region involved such work. It was requested that a workshop be organised for the committee to discuss this alongside wider parking issues. **Action required**
- Drew attention to the various levels of local government in the area working on issues that overlapped with each other, and highlighted the importance of ensuring that the committee did not exacerbate the existing complex division of functions and responsibilities between the different authorities. Members requested that a list of the holders of such functions and responsibilities be produced to provide clarity and to inform future work. **Action required**
- Expressed concern that multiple authorities were involved in the maintenance of bus stops and suggested that it would be more effective and efficient if the various responsibilities could be delegated to one authority. It was suggested that a map of which authority was responsible for each bus stop could prove beneficial, and Members also requested wider provision of real-time bus data in bus stops. Members noted that ongoing work by the Cambridgeshire and Peterborough Combined Authority to improve bus services, along with projects being carried out by the GCP, could provide opportunities to improve the maintenance of bus stops as a unified system, and it was agreed for a report on bus stops to be presented to the committee at a future meeting. **Action required.**

- Requested an update on the Traffic Regulation Order for the barriers on King's Parade. **Action required**
- Expressed concern about advertising boards obstructing the use of pavements, particularly for disabled people on narrow pavements.

It was resolved unanimously to:

Note the contents of the report.

7. Pavement Licences

The Committee received a report on changes to legislation that replaced table and chair licences with pavement licences following the Levelling Up and Regeneration Act 2023.

While discussing the report, individual Members:

- Drew attention to the increasing number and popularity of food and drink vans, and highlighted confusion over the classification of a pavement compared to other areas, such as forecourts, highways and lay-bys, and therefore which licences should be applied for by businesses. It was clarified that licences were required for pavements and the highway, but not for private land, and that although street trading was a separate matter, a pavement licence would be required for any tables and chairs that were in use. It was suggested that guidance on good practice could prove beneficial for such businesses, as could the provision of power points to reduce the usage of generators.
- Clarified that pavement licences required any street furniture to be removed at the end of each day, with the time varying according to each individual licence, and that it could not be fixed permanently to the pavement. It was also noted that there was a consent zone for street trading licences around the city centre that was not in place for the rest of the city, although it was confirmed that traders would require permission from the County Council if they involved usage of the highway.
- Clarified that enforcement of pavement licences was currently carried out reactively in response to complaints, rather than officers patrolling to identify compliance failures. It was suggested that other enforcement teams, such as parking enforcement teams, operating in the area could collaborate by identifying and reporting potential issues, although it was acknowledged that there was a separation of responsibilities between authorities, as well as a likely lack of knowledge of licensing rules.
- Clarified that the committee held an advisory role on ways to ensure alignment, coherence and efficiency in the way Table and Chair Licensing powers, Pavement Licensing powers and Advertising Board Policy were applied. Members requested a more detailed report on pavement licensing at a future meeting. **Action required**

It was resolved unanimously to:

Note the changes to the legislation and that the function is now with district authorities

8. Cambridge Joint Area Committee Agenda Plan

While discussing the committee's agenda plan, individual Members:

- Highlighted various future reports that had been proposed during the meeting, as well as a request for a workshop on parking. It was emphasised that issues should be addressed broadly, rather than with multiple related reports, and that care should be taken to not duplicate the work of other authorities.
- Noted that an additional meeting had been scheduled for 25 July, although it was requested to investigate whether an alternative date could be found. **Action required**
- Sought clarification on whether the committee would be considering a report on the entrance to Stourbridge Common and parking on Riverside. **Action required**
- Confirmed that a report on the proposed York Resident Parking Scheme would be presented to the committee at the appropriate time in the scheme's development.
- Requested that consideration be given to changing the start time of the committee's meetings to 4:30p.m. **Action required**
- Clarified that the County Council's review of resident parking would be wide-ranging and would look at the whole policy rather than just hours and charging rates. Members were informed that the Cambridge Joint Area Committee would consider the report before it was presented to the Highways and Transport Committee in March 2025, although it was highlighted that the report would be about the whole county rather than just Cambridge.

Chair
29 July 2024

Cambridge Joint Area Committee Minutes Action Log

This is the Committee's updated minutes action log, which captures the actions arising from recent Cambridge Joint Area Committee meetings and updates Members on the progress in complying with delivery of the necessary actions.

Minutes of the Committee Meeting Held on 12 June 2024					
Minute no.	Report	Officer responsible	Action	Update	Status
5.	Overview of County Council Services Relevant to the Cambridge Joint Area Committee	S Hansen	Present a future report to the committee on pavement parking.	A joint report from the County Council and the Greater Cambridge Partnership on pavement parking will be presented at the meeting on 18 September 2024.	Complete
			Provide Members with contact details for specific officers that worked in areas within the committee's remit, further to the generic contact details in the report.	Contact details were circulated to Members on 14 June 2024.	Complete

6.	Overview of City Council Services Relevant to the Cambridge Joint Area Committee	T Wetherfield	Confirm whether the City Council communicated with local taxi firms on the acceptance of Taxicard vouchers and ensured that taxi companies followed up on exchanging the vouchers once they had been accepted.	In 2022 and 2023, all taxi operators and drivers were notified of the changes to vouchers in preparation for the new financial year. All taxi operators and drivers were also made aware of the process for reimbursement, and an invoice template for them to use was included in the communications that were sent out. In March 2024, contact was made with the main operators and drivers that the Council had received invoices from throughout 2023/24, reminding them to submit their invoices for any 2023/24 vouchers, while also advising them of the new colour of vouchers from 1 April 2024 and to submit future invoices on a monthly basis for the previous month's travel.	Complete
			Establish whether the City Council would be able to provide space at Shopmobility for the British Red Cross Mobility Aids Service.	There is insufficient space, as well as lease implications, at both of the current Shopmobility locations. However, there may be scope for exploring possibilities in the future if the Shopmobility currently located at the Grafton Centre moved to a different venue.	Complete
			Produce a list of the related functions and responsibilities that overlapped with each other, and which authority held responsibility for each area.	A workshop for relevant officers from the City and County Councils, as well as other partners, will be arranged to strengthen existing co-operation and identify opportunities for a more joined-up approach.	Ongoing

		S Hansen	Organise a workshop for the committee to discuss various parking issues.	The Greater Cambridge Partnership is scheduled to organise a workshop on parking later in 2024 as part of the development of the Integrated Parking Strategy.	Ongoing
			Provide an update on the Traffic Regulation Order for the barriers on King's Parade.	<p>Changes to traffic access that would support a more pedestrian focused and friendly environment in the historic streets immediately south of Cambridge city centre, and which might enable a review of the security access controls introduced on King's Parade in 2020, were included within the Greater Cambridge Partnership's (GCP) road network hierarchy review and Making Connections proposals. The City Council is continuing to liaise with the GCP and other partners around the potential for bringing these forward, alongside its own city centre 'Civic Quarter' regeneration plans.</p> <p>However, at this point there are no immediate proposals for replacement access controls, nor a secured means of funding them. The City Council is continuing to liaise closely with officers in the County Council's Highways team regarding the rising bollards replacement work on St. John's Street, which will provide valuable further understanding as to what might be appropriate in King's Parade.</p>	Complete
		J Smith	Present a report on bus stops to the committee at a future meeting.	Discussions with the Combined Authority are ongoing about the presentation of a report to a future meeting.	Ongoing

7.	Pavement Licenses	L Catchpole	Present a more detailed report on pavement licensing at a future meeting.	A report will be presented at the meeting in June 2025.	Complete
8.	Cambridge Joint Area Committee Agenda Plan	N Mills	Investigate whether an alternative date could be found for the additional committee meeting that had been scheduled for 25 July 2024.	The meeting has been rescheduled to 29 July 2024.	Complete
			Consider changing the start time of the committee's meetings to 4:30 p.m..	In discussion with the Chair and Vice-Chair of the committee, it was agreed for meetings to continue to start at 4:00 p.m.	Complete
		S Hansen	Clarify whether the committee would be considering a report on the entrance to Stourbridge Common and parking on Riverside.	A report on proposed waiting restrictions on Riverside will be presented to the committee at its meeting on 18 September 2024.	Complete

Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge

To: Cambridge Joint Area Committee

Meeting Date: 29 July 2024

From: Executive Director of Place and Sustainability

Electoral division(s): County Council divisions within Cambridge: Arbury, Chesterton
City Council wards: West Chesterton

Executive summary: The Milton Road Area Residential Parking Scheme covers predominantly residential side streets off Milton Road, Chesterton Road and Arbury Road in Cambridge. The proposal would give priority for on-street parking to residents of those streets. The purpose of this report is to inform Members of the feedback received to the publication of these proposals and consider whether the parking scheme should proceed.

Recommendation:

The Committee is asked to:

- a) Recommend that the Executive Director of Place and Sustainability, in consultation with the Local Members, approve the introduction of the Milton Road Area Residential Parking Scheme, as published; and
- b) Approve a review of on-street parking in the affected area six months after the Residential Parking Scheme commences operation.

Officer contact:

Name: Gary Baldwin
Post: Policy & Regulation Engineer
Email: gary.baldwin@cambridgeshire.gov.uk
Tel: -

Officer contact:

Name: James Hostler
Post: GCP Project Manager
Email: james.hostler@cambridgeshire.gov.uk
Tel: -

Officer contact:

Name: Nicola Gardner
Post: Parking Policy Manager
Email: nicola.gardner@cambridgeshire.gov.uk
Tel: -

Officer contact:

Name: Lynne Miles
Post: GCP City Access Programme Director
Email: lynne.miles@cambridgeshire.gov.uk
Tel: -

1. Background

- 1.1 Residents Parking Schemes (RPSs) are generally used in areas where there is competing parking demand from a mixture of users such as residents, businesses and shoppers. They aim to give residents who live in a designated street a fair chance of parking close to their homes but do not guarantee a parking space.
- 1.2 Following a period where delivery of new parking schemes in Cambridge was paused, the Highways and Transport Committee agreed at its meeting on 4 November 2021 to restart the programme and asked the Greater Cambridge Partnership (GCP) to initiate delivery of new residents' parking schemes.
- 1.3 The GCP Executive Board agreed in June 2021 that the GCP should aim to deliver parking controls across the whole city over time, with the areas that make up the Milton RPS being part of the first tranche of schemes to be funded from the GCP's City Access budget.
- 1.4 The proposed Milton Road Area RPS covers the Ascham, Elizabeth, and Hurst Park areas, and it includes and supersedes the existing Ascham RPS. The specifics of the scheme have been developed in line with resolutions put forward by the Milton Road Local Liaison Forum, and following requests from local resident associations and Councillors as a priority area in need of an RPS.
- 1.5 The proposals were supported by 54% of residents of the proposed RPS following a public consultation carried out in October and November 2022. The summary report of that consultation is attached at Appendix 4.
- 1.6 In line with feedback from residents through consultation, and in discussion with Local Members, a number of amendments were made to the designs. These were further amended in response to the findings of a Road Safety Audit, attached at Appendix 5. The primary amendment following consultation was the re-instatement of proposed bays on Arbury Road, following feedback from residents which demonstrated a clear need for parking capacity in this area.
- 1.7 Before introducing new on-street parking restrictions, there is a statutory requirement for the Council to publish a notice of intention to inform interested parties of the proposed Traffic Regulation Order (TRO). This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21-day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 1.8 The notice for the Milton Road area RPS was published in the Cambridge News on 18 March 2024, and the statutory consultation period ran until 12th April 2024. Additional information was available on the Council's website, in Cambridge Central library and notices were posted on-street. All households and businesses in the area were individually consulted by letter.
- 1.9 A total of 381 written representations were received, which included 288 objections, 75 offering support and 18 neutral responses. Copies of all written representations received are attached at Appendix 7. The main issues raised are summarised in Appendix 3, with officer responses also given.

2. Main Issues

- 2.1 The RPS would involve the installation of on-street parking restrictions in a number of streets, as identified in the public notice attached at Appendix 2. On-street parking would become either resident permit holders' parking; would be subject to no waiting at any time or would remain unrestricted (such as across private driveways). In addition, it is proposed to provide some mixed-use bays (2 hour or permit holders) near the dental practice on Hurst Park Avenue.
- 2.2 Most drivers would need to display a permit during the scheme's operational hours (Monday-Friday 9.30am to 3.00pm). Existing disabled parking bays in the area would remain. Blue badge holders (of any address) would be able to park within the RPS area without needing a permit.
- 2.3 Residents within the scheme boundary will be able to apply for resident, visitor and medical permits in line with the existing Resident Parking Policy.
- 2.4 The Milton Road RPS is split into three sub-zones, with the number of responses and opinions varying across each area as follows:
- a) The existing Ascham RPS area (introduced in May 2019), which would be absorbed into the proposed Milton Road area. 4 responses received (2 objections, 1 support and 1 neutral).
 - b) The Chesterton Triangle area (Herbert Street, Chesterton Hall Crescent, Hawthorn Way, etc.) where most properties have no off-road parking. As a result, the level of on-street parking has historically been at or above capacity. 119 responses received (92 objections, 25 support and 2 neutral).
 - c) Arbury Road/Hurst Park Avenue/Leys Road area, which is further away from the city centre. Many properties, with the exception of Arbury Road itself, have off-road parking, so there is generally less pressure on on-street parking. 242 responses received (184 objections, 45 support and 13 neutral).
- A summary of all written representations is attached at Appendix 6.
- 2.5 There has been some feedback from private residents on the north side of Arbury Road, who are outside the boundary and as such not eligible for permits, that the scheme will impact their ability to park near their properties.
- 2.6 The majority of these comments are from Havenfield, a private retirement village housing a number of flats with limited private off street parking facilities. These comments have been reviewed and extensive discussions have taken place with residents and Members. However, it is felt that, at this time, including the north side of Arbury Road (particularly given the large number of properties here) could negate the purpose of the scheme, due to extreme capacity issues, resulting in few residents within the area being able to park near their homes.
- 2.7 It is proposed that this, alongside any other issues arising after implementation, be considered under a 6-month review. Should concerns be borne out, and post-operation capacity is demonstrated to be available, there should be consideration to extend the boundary to include these properties.

3. Significant Implications

3.1 Finance Implications

Funding has been identified from the GCP's agreed budgets.

3.2.1 Legal Implications

The statutory processes relating to the requirement to publish and consult on such proposals have been followed.

3.3 Risk Implications

There are risks, as with the majority of parking schemes, that parking displacement could occur to outside the scheme boundary following install. This would be reviewed, and if shown, amendments made both at 6-month scheme review and consideration for additional scheme areas around the proposed Milton RPS area.

3.4 Equality and Diversity Implications

The Equality Impact Assessment is attached at Appendix 8.

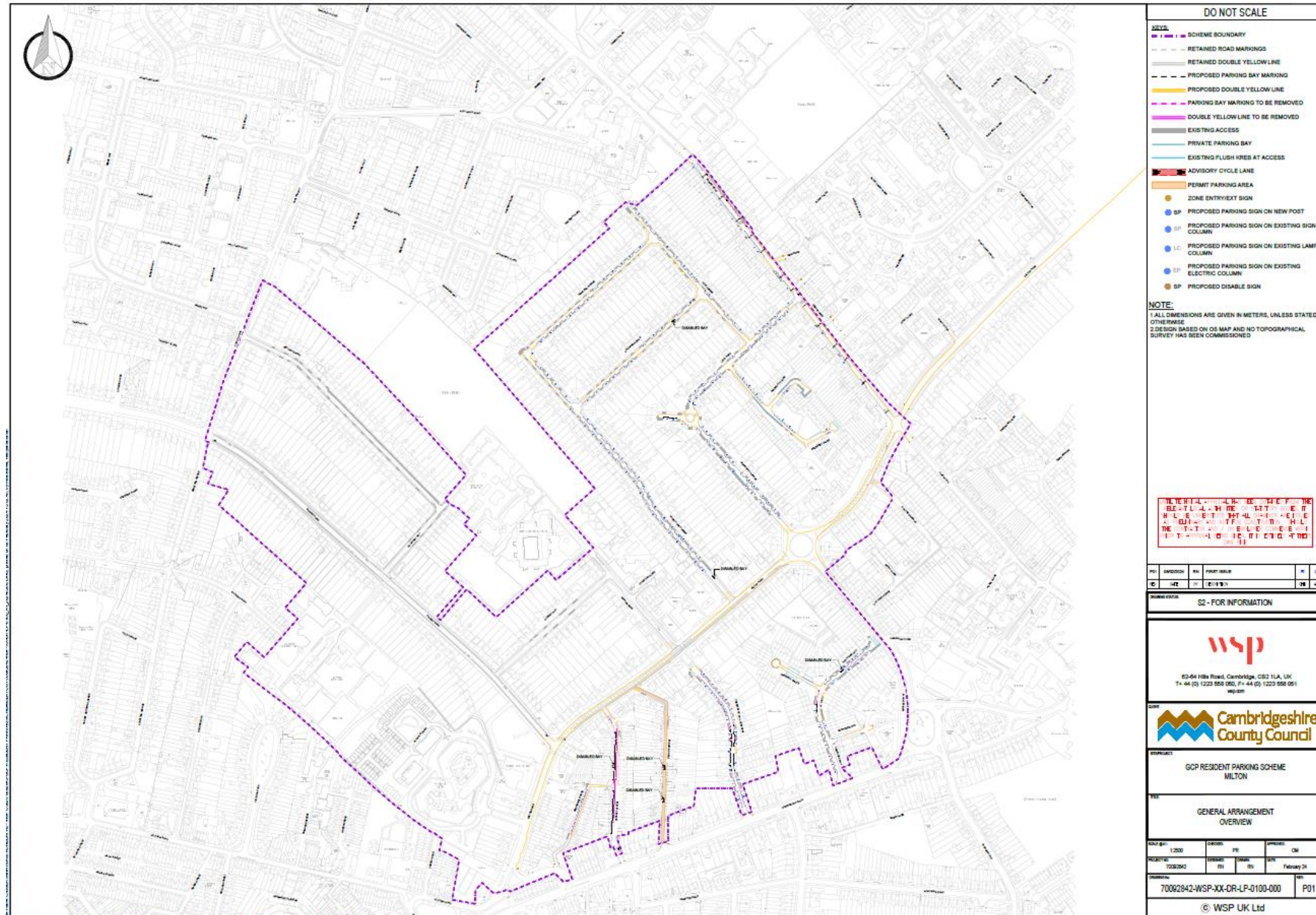
3.5 Climate Change and Environment Implications

RPSs give priority for on-street parking to residents and their visitors. These schemes deter all day parking by non-residents, such as city centre workers and commuters, so may discourage people from driving into Cambridge in search of free on-street parking. This means that RPSs have the potential to reduce congestion and improve air quality.

4. Source Documents

4.1 [The Council's Resident Parking Scheme Policy](#)

Appendix 1 - Scheme Drawing





GCP Residents Parking

DATE:	17 October 2022	CONFIDENTIALITY:	Public
SUBJECT:	Residents Parking Survey Results (Hurst Park & Elizabeth)		
PROJECT:	GCP Residents Parking	AUTHOR:	Russell Howles
CHECKED:	George Parker	APPROVED:	Mehmet Ahmet

BACKGROUND

Currently, there are 23 resident's permit parking schemes in place across Cambridge. However, on the 4th November, the Cambridgeshire County Council (CCC) Highways and Transport Committee agreed to restart delivery of additional schemes and requested that the Greater Cambridge Partnership (GCP) initiate delivery of new residents' parking schemes, across the city of Cambridge.

As a result, GCP have commissioned WSP to undertake a study investigating parking controls including Residents' Parking Schemes in Cambridge in areas where parking is currently unregulated.

The work will sit alongside the development of an Integrated Parking Strategy as well as the wider City Access programme, including the proposals set out in the Making Connections consultation undertaken in autumn 2022.

Residents Parking aligns with City Deal ambitions to reduce congestion and improve sustainable travel options, and the Mayor's objectives, as set out in the emerging LTCP.

This technical note serves as a follow-up to the Residents Parking Delivery Plan Report which was issued by GCP in Spring 2022. It aims to highlight the results of the additional parking beat surveys which were required in the scheme areas of "Hurst Park" and "Elizabeth" to examine existing parking stress and determine to what extent key parking areas should still be delivered as part of Tranche 1.

INTRODUCTION

As part of the indicative Residents Parking Delivery Plan, the city of Cambridge was split up into three area categories. Existing residents' parking scheme areas, priority delivery areas, and areas for which further review is required.

Priority delivery areas (Tranche 1), such as Hurst Park and Elizabeth were identified for a number of reasons, including:

- Acute parking issues with obstruction to footways;
- Observed on-street parking pressure;
- High level of engagement feedback;
- Safety issues;
- Deliverability/ councillor support;
- Proximity to local facilities and services; and
- Proximity to / interaction with other GCP schemes (Mill Road, Milton Road, Comberton Greenway).

GCP Residents Parking

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For all Tranche 1 schemes, it was decided that engagement with councillors and local residents should commence immediately. Whilst, in some areas, such as Hurst Park and Elizabeth, additional parking beat surveys would be needed to provide more detailed analysis of parking behaviours.

This Technical Note aims to highlight the results of the additional parking beat surveys conducted across Hurst Park and Elizabeth to examine existing parking stress and determine to what extent key parking areas should still be delivered as part of Tranche 1.

METHODOLOGY

To examine parking stress, parking beat surveys were conducted between the 10th – 14th September 2022.

Two sources of data were collected. **Parking Supply** and **Parking Demand**.

Data was collected across both the weekend and weekday(s) at three key periods during the day.

Parking supply

To determine parking supply, sections of road length which are permitted or acceptable for parking were measured and then converted into theoretical parking supply by dividing by the length of an assumed vehicle.

The result was then rounded down to the nearest unit, except when the remaining length is 90% or above and then it is rounded up.

Sections of road which are not legal or acceptable for parking (termed non-parking areas) were not included within the parking supply calculations.

Parking demand

To determine parking demand, the number of vehicles parked within each section of road length were counted and converted to Passenger Car Units (PCU's) using the following PCU values.

<u>Vehicle</u>	<u>PCU Value</u>
Car	1
LGV	1
OGV	1.5
Bus	2



GCP Residents Parking

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In order to determine the potential user type of each vehicle, vehicles were counted at 3 key times during the day using their vehicle registration number for identification purposes:

- Morning: 10:00-12:00
- Afternoon: 15:00-17:00
- Overnight: 00:00-03:00

Vehicles observed overnight were classified as *residents*.

Vehicles observed during both the morning and afternoon were classified as *commuters*.

Vehicles observed at either the morning or afternoon were classified as *visitors*.

Parking stress

Parking stress was then calculated to express the number of parked vehicles (parking demand) as a percentage of available parking (parking supply) for each parking type.

In theory, parking stress values should range between 0-100%. However, it is noted that parking stress values can be over 100% if vehicles are either small, parked closely together or if the length of the parking type is longer than the assumed vehicle length multiplied by the number of theoretical spaces. Parking stress values significantly over 100% may be an indicator of informal or illegal parking.

RESULTS

The results of the additional parking beat surveys conducted within the scheme areas of Hurst Park and Elizabeth are outlined below. Both the existing parking supply as well as resultant parking stress are presented.

Parking supply

Existing parking supply within the scheme areas of “Hurst Park” and “Elizabeth” are outlined below in **Table 1.0**.

A map showing the classification and distribution of parking spaces in each area has been provided in **Appendix A** for geographical context.

GCP Residents Parking

DATE:	17 October 2022	CONFIDENTIALITY:	Public
SUBJECT:	Residents Parking Survey Results (Hurst Park & Elizabeth)		
PROJECT:	GCP Residents Parking	AUTHOR:	Russell Howles
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Table 1.0 – Parking Supply across Hurst Park and Elizabeth

Road Section	Scheme Area	Parking Capacity (PCU's)
Arbury Road	Hurst Park	123
Highfield Avenue	Hurst Park	29
Highworth Avenue	Hurst Park	46
Hurst Park Avenue	Hurst Park	86
Leys Avenue	Hurst Park	35
Leys Road	Hurst Park	42
Milton Road (shops)	Hurst Park	7
Milton Road	Hurst Park/Elizabeth	22
Mulberry Close	Hurst Park	59
Orchard Avenue	Hurst Park	25
Chesnut Grove	Elizabeth	12
Chesterton Hall Crescent	Elizabeth	63
Chesterton Road	Elizabeth	5
Elizabeth Way	Elizabeth	0
George Street	Elizabeth	39
Hawthorn Way	Elizabeth	44
Herbert Street	Elizabeth	43
Milton Road (West)	Elizabeth	18
Off Hawthorne Way	Elizabeth	12
Springfield Road	Elizabeth	0

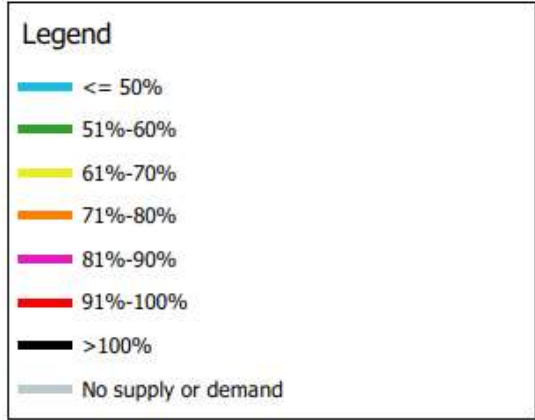
The scheme area of Hurst Park, including the northern side of Milton Road is noted to have a total parking supply of 463 PCU's. Whilst the scheme area of Elizabeth, including the southern side of Milton Road is noted to have a total parking supply of 247 PCU's

GCP Residents Parking

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Parking Stress

For each scheme area, peak stress, as well as average weekday and weekend parking stress has been presented using the following key.



Where specific road sections, such as Milton Road, run along scheme area boundaries; the northern and southern sections have been assessed independently. Parking supply and parking stress on the northern side of Milton Road was attributed to Hurst Park, whilst the southern side was attributed to Elizabeth.

Hurst Park

Figure 1.0 shows average weekday stress across all road sections within Hurst Park. Whilst **Figure 1.1** show average weekend stress.

Figure 1.0 – Average weekday parking stress: Hurst Park

GCP Residents Parking

DATE:	17 October 2022	CONFIDENTIALITY:	Public
SUBJECT:	Residents Parking Survey Results (Hurst Park & Elizabeth)		
PROJECT:	GCP Residents Parking	AUTHOR:	Russell Howles
CHECKED:	George Parker	APPROVED:	Mehmet Ahmet

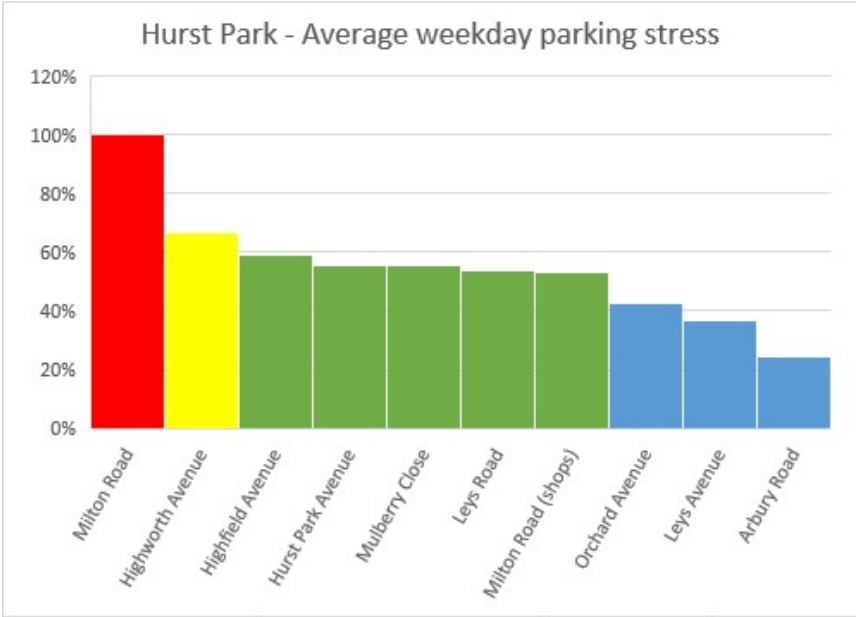
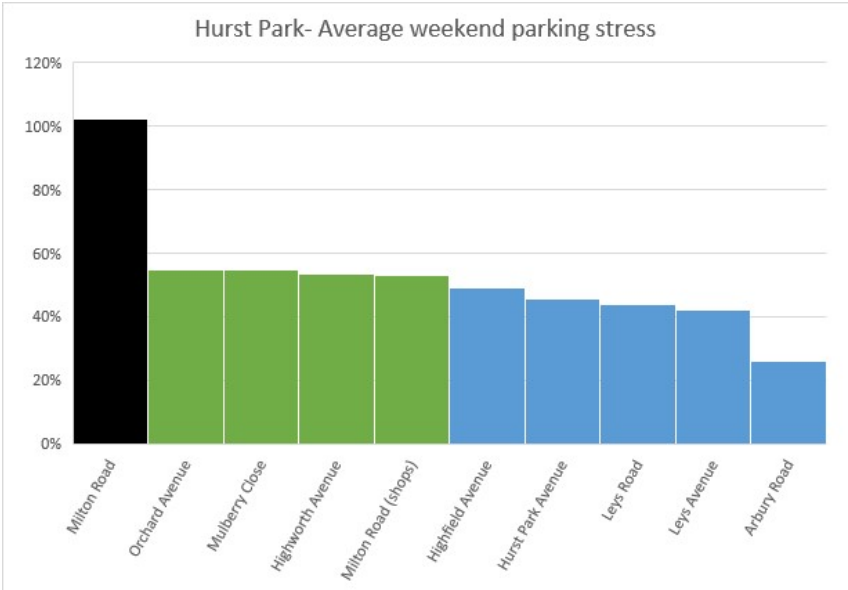


Figure 1.1 – Average weekend parking stress: Hurst Park



Within the area of Hurst Park, there is only one road section shown to experience parking stress throughout the day, which is Milton Road.

Milton Road has an average weekday stress of 100% and an average weekend day stress of 102%, which peaks at around 110-120% in the afternoon between 15:00 -17:00.

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All other road sections within Hurst Park experience limited parking stress, with stress values <65% across both weekdays and weekends.

Elizabeth

Figure 2.0 and **Figure 2.1** below shows average weekday and average weekend stress across all road sections within Elizabeth.

Figure 2.0 – Average weekday parking stress: Elizabeth

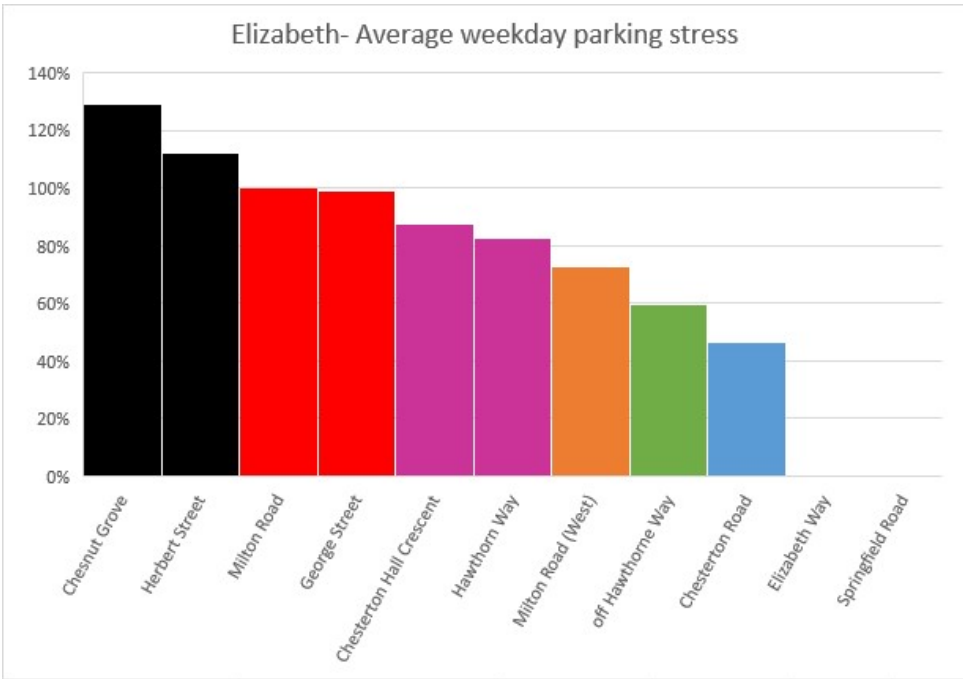
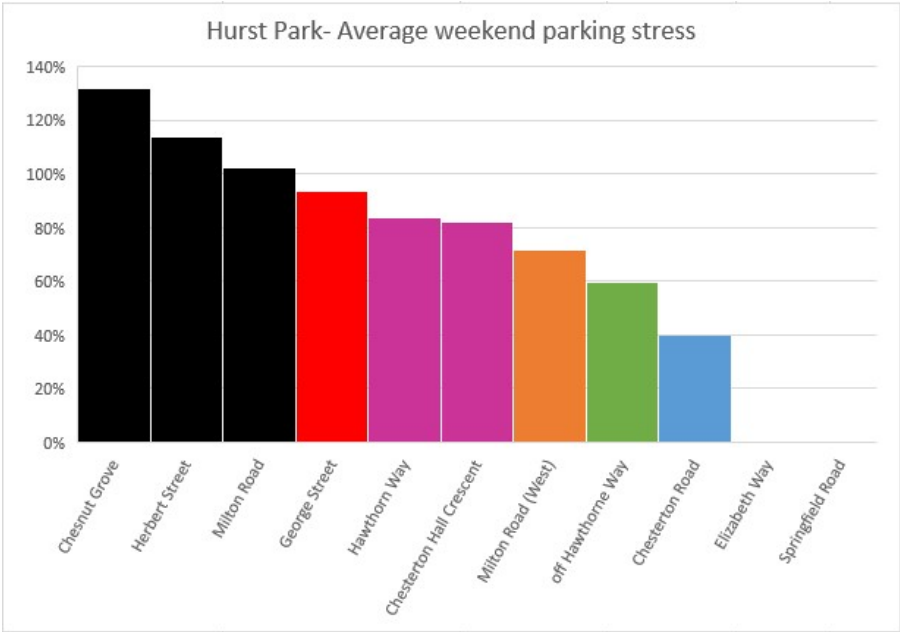


Figure 2.1 – Average weekend parking stress: Elizabeth

GCP Residents Parking

DATE:	17 October 2022	CONFIDENTIALITY:	Public
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Within the scheme area of Elizabeth, there is much more evidence of parking stress experienced throughout the day, than experienced in Hurst Park. This is largely due to the existing levels of parking supply.

Both Chesnut Grove and Herbert Street, for example, experience average stress levels of over 100% on both weekdays and weekends, which reach as high as 130-140% during peak periods.

This level of stress, experienced within the scheme area of Elizabeth, could be an indicator of informal or illegal parking.

Only Chesterton road, which has limited parking provision (5 spaces) seems to experience the lowest levels of parking stress, with an average parking stress <50%.

CONCLUSIONS

Given the level of parking stress observed across Hurst Park, there is unlikely to be signs of informal or illegal parking.



GCP Residents Parking

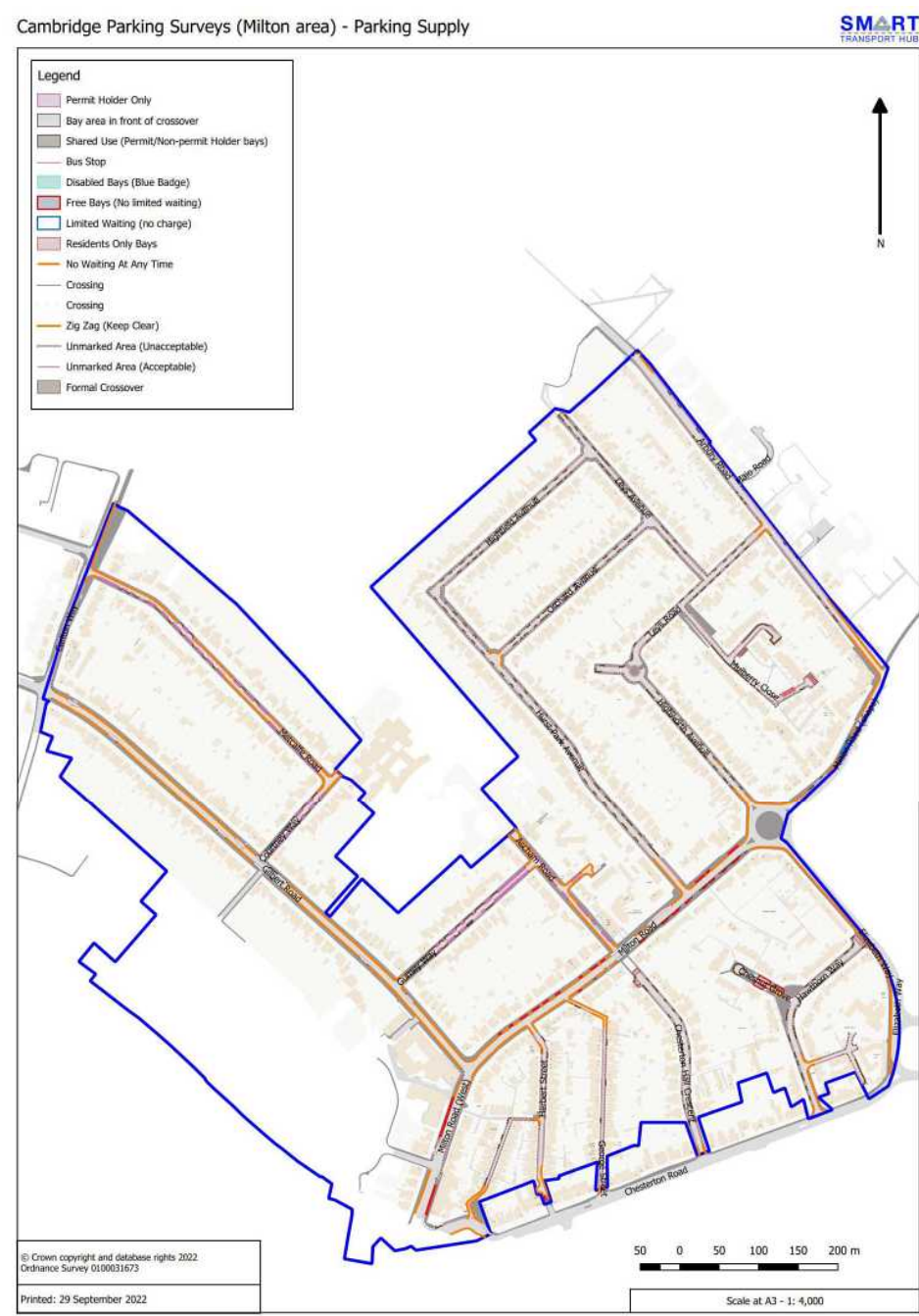
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APPENDICES

Appendix A – Cambridge Parking Supply (Milton Area)



**LETTER RECEIVED FROM RESIDENTS OF HERBERT STREET
AND SPRINGFIELD ROAD, CAMBRIDGE**

April 12, 2024

Re: Concern for proposed parking changes on Herbert St. and Springfield Rd (PR0998)

Dear Cambridgeshire County Council:

We are a group of more than 50 concerned residents on Herbert Street and Springfield Road who oppose the proposed residents parking scheme (PR0998) which impacts our streets. The proposal calls for the removal of parking from one side of the road on Herbert St. and a reduction of several spaces on Springfield Rd. Any proposal which reduces the number of parking spaces is not suitable.

We would potentially support a scheme only if the number of parking spaces stays as is.

Several residents of Herbert St. and Springfield Rd. have written to the council expressing their disapproval of this proposal. We eagerly await a response and welcome a dialogue as to how we can collectively work towards a solution that accounts for the council's objectives and for residents' concerns.

Signed by a total of 54 people
36 from Herbert Street
16 from Springfield Road
2 from Springfield Terrace

A total of 22 of the above also submitted a response via another method.

Residents' comments overleaf ...

Brief comments you want added to the letter

The council must listen to the lived reality of residents. We do NOT support halving our parking spaces. Please do not create a problem where it does not exist.

Taking away half the parking in the street will cause all kind of problems for the residents. Having to walk 10 minutes away for me [REDACTED] is very worrying.

taken to many car spaces way

Taking away parking spaces from our neighborhood is going to be a disaster

taken to many space away so where are the rest going to park

take to many space away so where is people going to park

By creating so few spaces, it is unacceptable that as a [REDACTED] I may have to park my car very far from my home late at night and I'm sure there are others on this road with the same concern.

Resident's parking on Springfield Road/Herbert Street will not work - there aren't enough spaces for the residents, let alone anyone else.

the proposed plan doesn't serve the local residents needs at all.

Absolutely does not make sense to halve our parking spaces for no good reason.

I don't agree it is necessary to remove half of the street's parking, I think this will make things worse for residents not better.

This doesn't seem in tune with what residents want and will make parking worse for those that live on the road and need it.

I strongly oppose this proposal for residents parking in Herbert Street, until you read the small print and examine the map carefully you do not realise what is at stake here, so few car parking spaces for residents to park. I have lived in Herbert Street [REDACTED] and never had any trouble parking close to home, surprising I know, but true. I am a [REDACTED].

[REDACTED] I and others need to feel safe walking from our cars to our homes and this wouldn't be the case if I needed to walk alone in the middle of the night from much further afield.

I am very unhappy about the proposal. It would result in less than half the parking spaces currently available and mean that people may need to walk from other streets late at night which would be potentially unsafe. When residents' parking was first mentioned I assumed that everyone would have a space if they wanted one, this proposal will make the problem of parking on Herbert Street even worse than it is now.

The proposed scheme will make parking much worse on Herbert Street

Trying to find parking with further limited spaces will be a great frustration for life on Herbert St.

Hi, please can you put our names on the petition in opposition to the new proposed parking plans for Herbert street. We are not happy with the proposed plans and the knock on effect these will have. Thanks

Thanks for the note we received today re the parking permit changes in our area. We had obviously seen the info about parking permits which seemed OK, but had not looked at the small print, so we really appreciate your efforts in alerting us and helping out!
Sent detailed complaint letter to the council.
Sent detailed letter to the council. Concerned about parking many streets over, and looping around, with small child in the car and hands full of other items. Please do not reduce the number of parking spaces on Herbert Street and Springfield Road.
Appalled at the proposal.
will email objections to Council April 9th 2024
Has emailed the Council to object.
We are already struggling to find a parking space! These plans will make it even harder..
Sent formal complaint to Council. I wish to register my formal objection to the above proposed TRO. The proposal will not 'preserve or improve the amenities of the area through which the road runs'. In fact it will do the opposite. It will remove amenities (ie parking) for residents.
Sent letter of opposition to the council. I anticipate the introduction of the Milton Road permit parking zone with complete despair. I am a resident of the Springfield Road/ Herbert St. community with one car so am faced with the possibility of never being able to find somewhere to park and to have to pay for that privilege.
Please add my name to your petition against the loss of parking places on Herbert St and Springfield Road. Some of us made a similar protest at the last consultation, with no effect at all. But worth having another go.
It is vital to minimise the loss of spaces in Herbert street for a parking scheme to be viable and more pragmatism and flexibility with interpreting guidelines . (which are for new builds not victorian terraces) is required to achieve this .
There are NO foreseeable advantages in halving the already inadequate parking for 100+ houses, more probably more crime in the vicinity as people seek a space or walk home after dark from a space far away. No, no, no!
I see absolutely zero benefit of more than halving the number of parking spaces. This is not what the residents of Herbert St want and it is as if the council has not even been to the street to ask the opinions of the people that live here. There is not a problem here to be fixed, if anything the street needs more parking, not less! In addition, [REDACTED] if this goes ahead [REDACTED] will have to park far away from our house and walk in the dark, [REDACTED] this is not going to be safe. I'm struggling to find any benefits to the proposed plan
There are no advantages to reducing the number of parking spaces on Springfield road or Herbert street. I [REDACTED] at highly unsociable hours. If I can't park outside of my house I will be concerned for my personal safety when making my way home [REDACTED]
We rely on workmen being able park at a day's notice close to our house.
This will create more problems than it solves: notably, inadequate accessibility for residents with mobility problems and for carers; rules out electric car charging from home on the evens side; no access for tradespeople.

I wrote to the council's consultation to object to the unnecessary loss of spaces in Springfield Road eg opposite 26 (a long disused entry to Whichcote House) and the failure to show the disabled parking space that has appeared recently opposite 12A (so to drop one of the other disabled parking bays). But I agree with the many on the petition that any advantages of the scheme (no parking by people coming to shop etc) are greatly outweighed for Springfield Road and Herbert Street by the disadvantages. Given that the bin lorries can access both streets it is unclear why there can only be parking on one side of Herbert Street. I have also never understood why there can't be additional access for emergency services by the COOP.

Loss of available parking spaces proposed far outweighs benefits of restricting to residents only.

No thought has been given to the scheme or the residents. Objection sent via email.

Appendix 2 - Public Notice

The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2022 (Amendment No.47) Order 202-

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984 and Traffic Management Act 2004.

The effect of this Order will be to introduce on-street parking controls in the Milton Road area of Cambridge. Parking within these roads will become either resident permit holders' parking; will be subject to no waiting at any time or will remain unrestricted, such as across private driveways. In addition, it is proposed to provide some mixed-use bays (2 hour time limit/ residents' permit holder parking) near the dental practice on Hurst Park Avenue. Existing disabled parking bays in the area will remain. The residents' permit parking and other restrictions will operate from Monday to Friday between 9.30am and 3.00pm. Those roads within the existing Ascham parking zone will be incorporated into the new Milton zone.

Residential addresses in the following roads will be eligible for the purchase of permits:- Arbury Road (nos. 1-145 odd only), Ascham Road, Atherton Close, Carlton Way (nos.10-36 even only), Chesterton Hall Crescent, Chestnut Grove, Courtney Way, George Street, Gilbert Road (nos.2-126 even and nos.11-125 odd only), Gurney Way, Hawthorn Way, Herbert Street, Highfield Avenue, Highworth Avenue, Hurst Park Avenue, Leys Avenue, Leys Road, Lilywhite Drive, Metcalf Road, Milton Road (nos.4-204 even and nos.3-147 odd only), Mulberry Close, Orchard Avenue, Springfield Road and Westbrook Place. On-street restrictions will not apply to any unadopted private roads or parking areas.

Residents will be able to apply for up to 3 resident permits per eligible household. Resident permits for cars cost £63 per annum and visitor permits cost £16 for 5 days' parking (£3.20 per day). Other permit types are available and blue badge holders can park in permit holder spaces free of charge. More information about residential permit parking can be found on our [resident parking schemes page](#).

For further details of the above proposals, please visit our [permanent traffic regulation orders page](#) and select PR0998. Alternatively, you can view documents and submit comments here - <https://consultation.appyway.com/cambridge>. Documents are also available for inspection during normal office hours at Cambridge Central Library, 7 Lion Yard, Cambridge CB2 3QD. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

All feedback, including objections stating the grounds on which they are made, must be sent in writing by 12th April 2024, quoting reference PR0998. Please submit feedback using <https://consultation.appyway.com/cambridge> or e-mail policyandregulation@cambridgeshire.gov.uk or write to the undersigned. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Frank Jordan, Executive Director, Place and Sustainability, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

18th March 2024

Appendix 3 - Summary of Objections Received, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
1	<p><u>Arbury Road</u></p> <p>There is no real justification or need for a parking scheme.</p> <p>Insufficient parking spaces at Milton Road end with too many double yellow lines.</p> <p>Short-stay parking is required to support businesses near Milton Road.</p> <p>Properties on the north-east side should be included in zone as it will create parking issues for residents, their visitors, tradespersons, etc.</p>	<p>The Milton Road Area was highlighted by local members as being a priority area for an RPS. Following the 2022 consultation, residents of the zone were overall 54% in favour of its introduction, although on Arbury Road this was 18%.</p> <p>Arbury Road has been assessed throughout designs as residents highlight the need for parking capacity both pre and post consultation, Given the road widths and layout of the road itself we have maximised parking bay capacity where it can be done safely.</p> <p>The current parking that shops on Milton Road were able to use has not been removed. These parking areas are retained as part of the Milton Road construction project.</p> <p>The Northern side of Arbury Road was not included within the boundary due to the amount of private properties (many with private parking) on this side. The predicted permit eligibility of these properties would far exceed available capacity and potentially negate the purpose of the RPS. There is scope to review this after implementation when we will have a better sense of occupancy rates for the scheme as defined.</p>
2	<p><u>Hurst Park Avenue, Highfield Avenue, Highworth Avenue, Leys Road and Mulberry Close area</u></p> <p>The parking issues are not severe enough to justify a residents parking scheme.</p> <p>Cost and administration of permits unacceptable, particularly due to current cost of living crisis.</p>	<p>The Milton Road Area was highlighted by local members as being a priority area for an RPS. Following the 2022 consultation, residents of the zone were overall 54% in favour of its introduction. On these specific roads support was 61% (Hurst Park Avenue), 52% (Highfield Avenue), 53% (Highworth Avenue), 39% (Leys Road) and 29% (Mulberry Close).</p> <p>Costs are maintained in line with all other RPS within the city and set by Parking Policy and Parking services to ensure that the programme remains costs neutral to the authority.</p>

	<p>The operational hours should be reduced to make it more convenient and less costly for residents and visitors.</p> <p>RPS will create serious problems for Dental Practice's clients and staff.</p> <p>The scheme will result in too much street furniture/clutterA.</p> <p>Concerns about the reduction in number of available parking spaces.</p>	<p>The hours proposed are what is deemed required to ensure enforceability whilst ensuring the best possible scheme for all residents, these currently represent the lowest permit costs within the pricing structure.</p> <p>It is proposed to provide some mixed-use bays (2 hour or permit holders) near the dental practice on Hurst Park Avenue.</p> <p>When installing the scheme we would limit street furniture to the minimum requirement possible within legislation.</p> <p>Given the road widths and layout of the road itself we have maximised parking bay capacity where it can be done safely.</p>
3	<p><u>Havenfield, Arbury Road</u></p> <p>The site has limited parking capacity and many visitors, including carers, frequently park in Leys Road and other streets in planned RPS zone. Havenfield should be included in the RPS to enable these essential visitors to purchase permits to park with the RPS.</p> <p>Residents are being unfairly discriminated against, partly due to their age.</p> <p>Other RPSs do not split roads in the way that is proposed for Arbury Road.</p> <p>It will force Hevenfield residents to walk long distances to find suitable parking which is unreasonable and unsafe, due to their age and vulnerability.</p> <p>Inadequate consultation and notification of results.</p>	<p>The north side of Arbury Road was not included within the boundary due to the amount of private properties (many with private parking) on this side considering permit eligibility of these properties would far exceed available capacity.</p> <p>Similar comments were received during the public consultation. These comments have been reviewed and discussions have taken place with residents and members. However, it is felt that at this time including the northern side of Arbury Road (particularly given the large number of properties here) could negate the purpose of the scheme due to extreme capacity issues, resulting in few residents within the area being able to park near their homes.</p> <p>It is proposed that this be considered under a 6-month review and should there be a proven concern, and capacity demonstrated capacity available, that there be consideration to extend the boundary to include these properties.</p> <p>Blue badge holders of any address will be able to park within the Resident Parking Scheme without needing a permit.</p> <p>The proposed RPS has been the subject of a multi-stage public consultation process. The responses received during the earlier engagement exercises, were used to inform the final design. That design was fully consulted on as part of the more recent statutory TRO publication.</p>

4	<p><u>Milton Road</u></p> <p>RPS will harm local businesses which have already lost parking due to Milton Road improvements. Short-stay parking is required.</p>	<p>The current parking that shops on Milton Road were able to use has not been removed. These parking areas are retained as part of the Milton Road construction project.</p>
4	<p><u>Herbert Street and Springfield Road</u></p> <p>Proposed single-sided parking and resultant reduction in parking capacity will significantly impact residents.</p>	<p>This road is below width requirements to install double sided parking within Policy.</p> <p>Extensive investigation has taken place within the area including meeting with Fire and Rescue services to confirm, as currently emergency vehicles cannot access the road due to width restrains with double sided parking.</p> <p>In the 2022 consultation support for the proposed RPS from Herbert Road residents was 71%. Support was 33% from Springfield Road residents. This compares to 54% for the area overall.</p>
5	<p><u>Hawthorn Way</u></p> <p>Not justified as residents can usually find parking spaces.</p> <p>Negative impact on nearby businesses.</p>	<p>The Milton Road Area was highlighted by local members as being a priority area for an RPS. Following the 2022 consultation, a majority of residents of the zone overall (54%) were in favour of its introduction. Hawthorn Way residents were 40% in support of its introduction. Whilst parking may not currently be constrained on all streets it is oversubscribed on others and some balancing will be required across the area.</p> <p>No change is being made to parking restrictions on Chesterton Road itself, although it is noted that customers may park on the side streets on the north side at present. These are some of the most congested streets in the proposed scheme. RPSs are generally used in areas where there is competing parking demand from a mixture of users such as residents, businesses and shoppers. They aim to give priority to residents who live in the area a fair chance of parking close to their homes. Blue badge holders who need to access to businesses will be able to park in resident bays. The proposed hours of operation are 9.30-3.00.</p>
6	<p><u>Chesterton Road</u></p>	

	<p>Properties on the north side of Chesterton Road rely on parking in side roads, but are excluded from Milton RPS.</p> <p>Eligibility to buy permits for De Freville RPS is illogical and inconvenient.</p>	<p>Chesterton Road is outside of the proposed boundary for the RPS, but is within the existing De Freville RPS. Residents of Chesterton Road are able to park anywhere within the existing scheme boundary.</p> <p>The 'Chesterton Triangle' area has highly constrained parking capacity and including residents of an existing residential parking scheme is likely to lead to the scheme as a whole being over capacity. However, there is potential to reconsider this at the six-month review when there is clearer evidence of available capacity post-implementation.</p>
7	<p><u>Chantry Close</u></p> <p>Households should be eligible to park in adjacent streets within the RPS.</p>	<p>This will be the case: a Resident Parking Permit entitles residents to park in a marked bay on any street inside the scheme boundary.</p> <p>Only one response to the 2022 consultation was received from residents of Chantry Close, which was opposed to the proposed scheme.</p>
8	<p><u>Chesterton Hall Crescent</u></p> <p>Concerns about overspill from Herbert Street and request to extend the operational hours to cover weekends.</p>	<p>A Resident Parking Permit entitled residents to park within any street inside the scheme boundary.</p> <p>Hours were set to ensure that the scheme is in the best interest of all residents while ensuring costs are appropriate for the concerns. The proposed review at six months is an opportunity to pick up any issues with operation, including hours, whether it works as intended.</p> <p>Only two responses to the 2022 consultation were received from residents of Chesterton Hall Crescent. Both were in favour of the proposed scheme.</p>
9	<p><u>George Street</u></p> <p>Concerns about overspill from Herbert Street due to reduced spaces in that road.</p> <p>Parking is heaviest during evenings, so the scheme won't work, but will still cost residents.</p>	<p>A Resident Parking Permit entitled residents to park within any street inside the scheme boundary.</p> <p>Hours were set to ensure that the scheme is in the best interest of all residents while ensuring costs are appropriate for the concerns. The proposed review at six months is an opportunity to pick up any issues with operation, including hours, whether it works as intended.</p> <p>Properties within the scheme boundary can apply for permits and will be eligible to park anywhere within</p>

		<p>scheme boundary. There are a number of streets that may have capacity deficit on the street, however being within the boundary aims to assist with locating nearby resident parking.</p> <p>There was 50% support for the proposed RPS in response to the 2022 consultation from George Street residents.</p>
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TECHNICAL NOTE 1

DATE:	13 January 2023	CONFIDENTIALITY:	Public
SUBJECT:	Milton Road Resident Parking Scheme Survey Response Analysis		
PROJECT:	GCP Resident Parking Scheme	AUTHOR:	Matthew Merton
CHECKED:	David Gooding	APPROVED:	Mem Ahmet

BACKGROUND

Currently, there are 23 resident's permit parking schemes in place across Cambridge. However, on November 4th, the Cambridgeshire County Council (CCC) Highways and Transport Committee agreed to restart delivery of additional schemes and requested that the Greater Cambridge Partnership (GCP) initiate delivery of new residents' parking schemes, across the city of Cambridge.

As a result, GCP have commissioned WSP to undertake a study investigating parking controls including Residents' Parking Schemes in Cambridge in areas where parking is currently unregulated.

The work will sit alongside the development of an Integrated Parking Strategy as well as the wider City Access programme, including the proposals set out in the Making Connections consultation undertaken in autumn 2022.

Residents Parking aligns with City Deal ambitions to reduce congestion and improve sustainable travel options, and the Mayor's objectives, as set out in the emerging LTCP.

INTRODUCTION

This Technical Note aims to examine the results of the Milton Road residents' parking scheme consultation survey and observe feedback from residents on the proposed introduction of parking controls in the Milton Road area. The feedback was collected over the course of the consultation window from October 3rd until November 14th, 2022.

METHODOLOGY

The residents' parking scheme consultation survey featured the following questions.

- Are you responding as an individual, an elected representative or an organisation?
- If you are responding on behalf of a group or business, please state its name. If you are responding as an elected representative, please state your position and area represented.
- Property address (house number, street name and postcode)
- Is this property your home, home and business, business or other?
- Do you have off-street parking?
- How many vehicles are registered at the above address?
- How many vehicles park on the street?
- Do you support the introduction of the parking controls in the Milton Road area as shown on the maps provided?
- Do you feel the proposed hours best reflect the times of the day you experience parking problems?

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- If you don't feel the proposed hours best reflect the times of the day you experience parking problems, please detail below the operational hours you feel would better suit your area.
- Do you have any further comments regarding the proposed parking plans?
- Please indicate your age range.
- Employment status (e.g. Employed, Retired etc.)
- Do you have a disability that affects the way you travel?

The respondents' answers for each of the questions on the consultation survey were initially tabulated and formatted in a spreadsheet.

The individual answers from the multiple-choice questions were broken down into a percentage of the overall number of respondents to the corresponding question. The descriptive questions were categorised to deduct common themes and ranked on the number of occurrences in respondents' comments.

RESULTS

The results of the Milton Road residents' parking scheme survey conducted as part of the Milton Road resident parking scheme consultation are outlined below.

The consultation survey received 339 responses, of which two were from organisations/businesses within the scheme boundary, while the remainder were from individuals. There were 312 responses from residents within the Milton Road residents' parking scheme, 21 responses from residents' outside of the residents' parking scheme and 6 responses without an address.

The socio-demographic information of the 312 respondents within the Milton Road residents' parking scheme boundary is provided below by age, employment status and disability.

TECHNICAL NOTE 1

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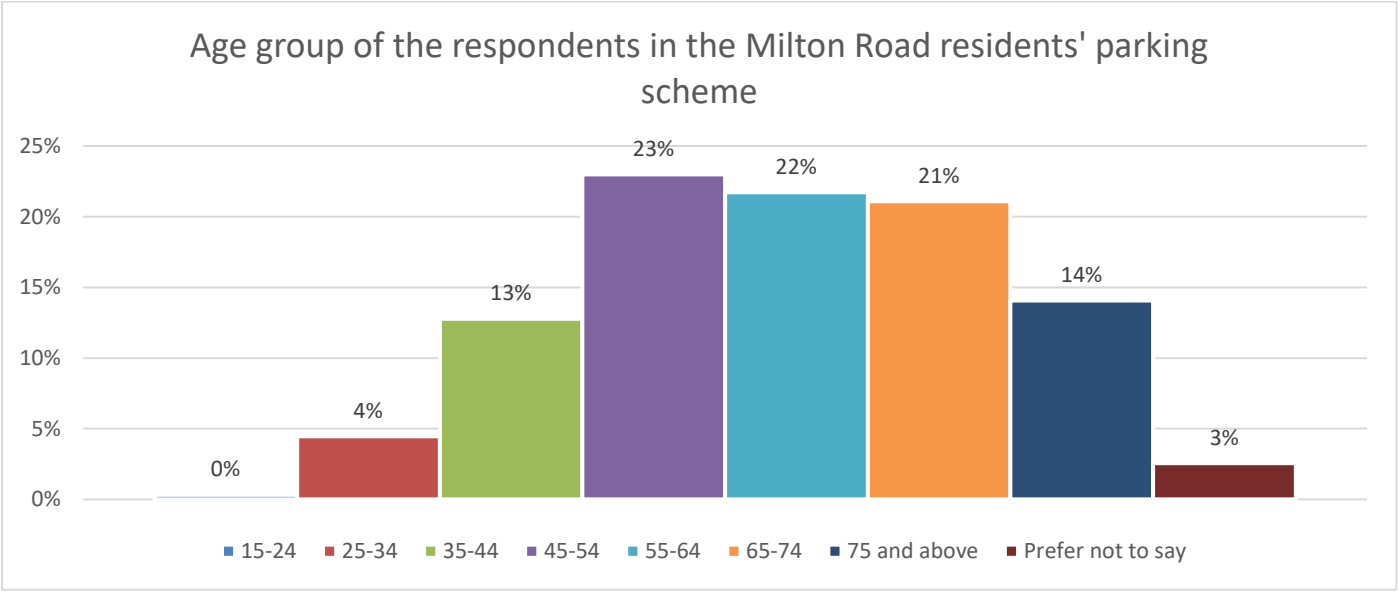


Figure 1 – Age group of the respondents in the Milton Road residents parking scheme area

Around 23% of the respondents in the residents’ parking scheme area were between 45-54, 22% between 55-64 and 21% between 65-74. Those older than 75 years old accounted for 14%, similarly to those aged 35-44 at 13%, while those under 34 represented 4% of the total respondents.

The employment status of the respondents in the Milton Road residents’ parking scheme area is shown below in Figure 2.

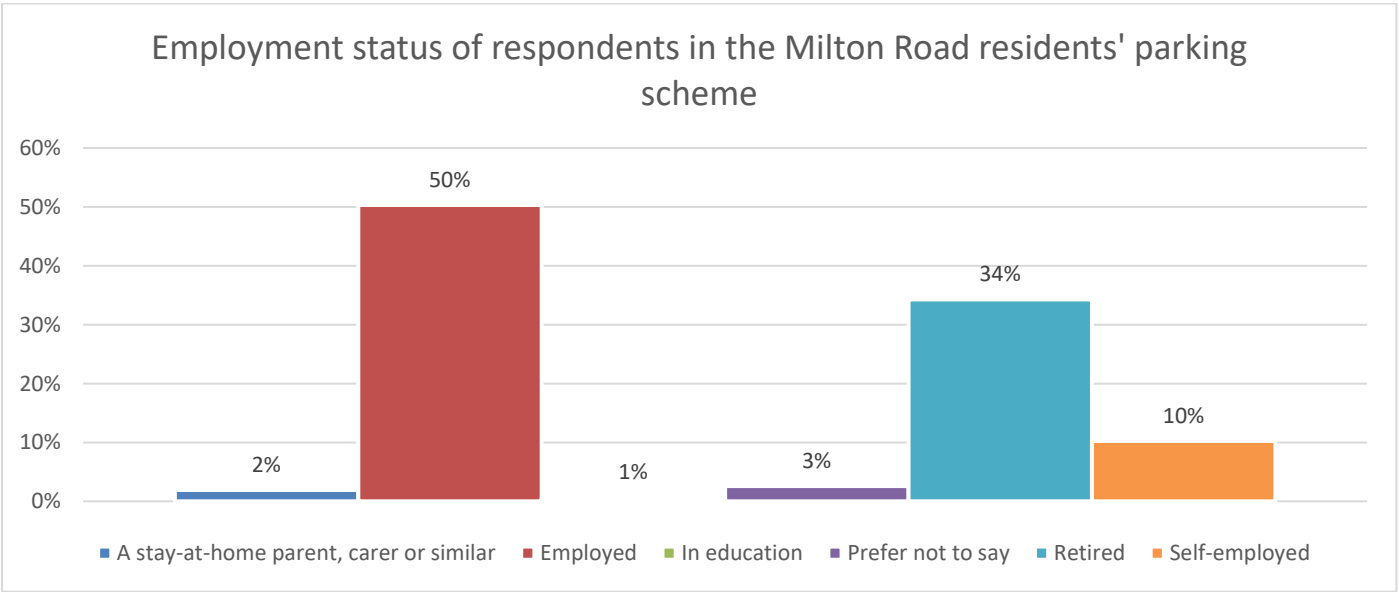


Figure 2 – Employment status of respondents in the Milton Road residents’ parking scheme area

TECHNICAL NOTE 1

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Approximately half of the consultation survey’s respondents within the scheme area are employed and 10% are self-employed, with slightly more than a third (34%) retired. There are 2% of respondents that are either a stay-at-home parent, carer or similar and 1% of respondents in education.

The results for the number of respondents in the Milton Road scheme area with disabilities that affects the way in which they travel is displayed in Figure 3.

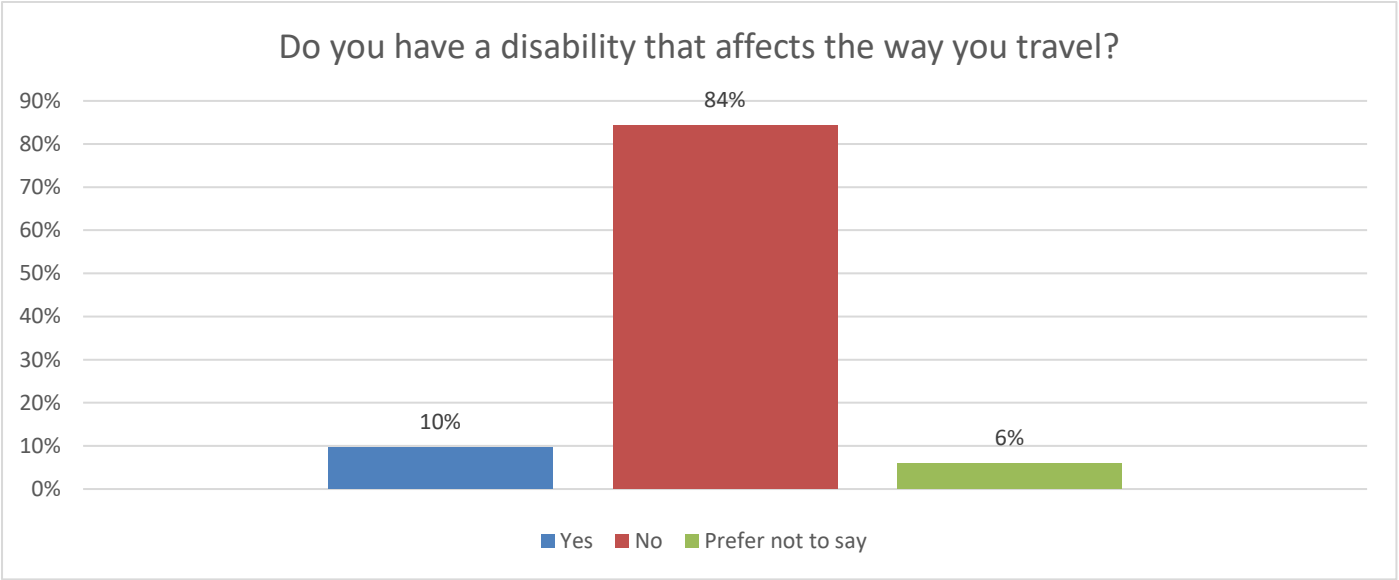


Figure 3 – Number of respondents with a disability that affects the way they travel

Most respondents (84%) do not have a disability that affects the way in which they travel compared to the 10% of respondents that do and 6% that prefer not to say.

Meanwhile, the breakdown of the responses by street for residents within the boundary is provided below.

Table 1 – Milton Road residents’ parking scheme consultation survey responses by street

Street names inside Milton Road residents’ parking scheme	Number of households on each street	Number of responses from residents on each street	% Breakdown of responses by households on each street	% Breakdown of responses by overall number
Arbury Road	111	41	36.9%	12.3%
Ascham Road	20	2	10.0%	0.6%
Atherton Close	9	1	11.1%	0.3%

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Street names inside Milton Road residents' parking scheme	Number of households on each street	Number of responses from residents on each street	% Breakdown of responses by households on each street	% Breakdown of responses by overall number
Austin Court	8	2	25.0%	0.6%
Carlton Way	29	0	0.0%	0.0%
Chantry Close	10	1	10.0%	0.3%
Chesterton Hall Crescent	35	20	57.1%	6.0%
Chestnut Grove	26	3	11.5%	0.9%
Courtney Way	16	0	0.0%	0.0%
Dalegarth	18	0	0.0%	0.0%
Elizabeth Way	20	1	5.0%	0.3%
George Street	63	12	19.0%	3.6%
Gilbert Road	123	7	5.7%	2.1%
Gurney Way	22	4	18.2%	1.2%
Hawthorn Way	93	5	5.4%	1.5%
Herbert Street	68	17	25.0%	5.1%
Highfield Avenue	43	23	53.5%	6.9%
Highworth Avenue	58	15	25.9%	4.5%
Hurst Park Avenue	81	44	54.3%	13.2%
Leys Avenue	51	20	39.2%	6.0%
Leys Road	35	18	51.4%	5.4%

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CHECKED:	David Gooding	APPROVED:	Mem Ahmet

Street names inside Milton Road residents' parking scheme	Number of households on each street	Number of responses from residents on each street	% Breakdown of responses by households on each street	% Breakdown of responses by overall number
Lilywhite Drive	106	4	3.8%	1.2%
Metcalfe Road	72	3	4.2%	0.9%
Milton Road	181	21	11.6%	6.3%
Mulberry Close	95	21	22.1%	6.3%
Orchard Avenue	48	20	41.7%	6.0%
Pentland Place Metcalfe Road	6	0	0.0%	0.0%
Springfield Road	50	6	12.0%	1.8%
Springfield Terrace	8	0	0.0%	0.0%
Westbrook Place	10	1	10.0%	0.3%
Total	1515	312	21%	92.0%

The breakdown of responses by street name within the Milton Road resident's parking scheme in Table 1 highlight that over 50% of the households on Chesterton Hall Crescent, Highfield Avenue, Leys Road and Hurst Park Avenue. In contrast, there were no responses received from households on Carlton Way, Courtney Way, Dalegarth (Hurst Park Avenue), Pentland Place (Metcalfe Road) and Springfield Terrace.

The majority of responses received from addresses within the Milton Road residents' parking scheme boundary were from Hurst Park Avenue (13.2% of responses), Arbury Road (12.3% of responses) and Highfield Avenue (6.9% of responses).

Do you support the introduction of the parking controls in the Milton Road area?

Support for the scheme in the format it was consulted on, as shown on the maps produced, was tabulated by street within the Milton Road residents' parking scheme and summarised below.

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Table 2 – Milton Road residents’ parking scheme support by street

Street names inside Milton Road residents’ parking scheme	Do you support the introduction of the parking controls in the Milton Road area?					
	Yes	%	No	%	Blank	%
Arbury Road	7	17%	34	83%	0	0%
Ascham Road	1	50%	1	50%	0	0%
Atherton Close	0	0%	1	100%	0	0%
Austin Court	2	100%	0	0%	0	0%
Carlton Way	0	-	0	-	0	-
Chantry Close	0	0%	1	100%	0	0%
Chesterton Hall Crescent	20	100%	0	0%	0	0%
Chestnut Grove	3	100%	0	0%	0	0%
Courtney Way	0	-	0	-	0	-
Dalegarth	0	-	0	-	0	-
Elizabeth Way	1	100%	0	0%	0	0%
George Street	6	50%	6	50%	0	0%
Gilbert Road	6	86%	1	14%	0	0%
Gurney Way	2	50%	2	50%	0	0%
Hawthorn Way	2	40%	3	60%	0	0%
Herbert Street	12	71%	5	29%	0	0%

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Street names inside Milton Road residents' parking scheme	Do you support the introduction of the parking controls in the Milton Road area?					
	Yes	%	No	%	Blank	%
Highfield Avenue	12	52%	11	48%	0	0%
Highworth Avenue	8	53%	7	47%	0	0%
Hurst Park Avenue	27	61%	15	34%	2	5%
Leys Avenue	10	50%	10	50%	0	0%
Leys Road	7	39%	10	56%	1	6%
Lilywhite Drive	4	100%	0	0%	0	0%
Metcalfe Road	1	33%	2	67%	0	0%
Milton Road	13	62%	8	38%	0	0%
Mulberry Close	6	29%	15	71%	0	0%
Orchard Avenue	14	70%	6	30%	0	0%
Pentland Place Metcalfe Road	0	-	0	-	0	-
Springfield Road	2	33%	4	67%	0	0%
Springfield Terrace	0	-	0	-	0	-
Westbrook Place	1	100%	0	0%	0	0%
Total	167	54%	142	46%	3	1%

From the 312 responses that were received from residents within the Milton Road residents parking scheme, the 167 (54%) were in favour, while 142 (46%) respondents opposed and three (1%) left did not respond to the question.

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Most responses in opposition to the proposals were from residents on Arbury Road (34), Mulberry Close (15) and Hurst Park Avenue (15), although most Hurst Park Avenue residents were in favour at 61% of responses (27).

The responses from residents on Chesterton Hall Crescent were all (20) in favour of the proposed Milton Road residents' parking scheme. Similar findings were observed for Lilywhite Drive (4), Chestnut Grove (3), Austin Court (2) and Elizabeth Way (1) with all their submitted responses in favour of the scheme.

Orchard Avenue had the next largest number of responses in favour at 14, followed by Milton Road at 13 responses and Herbert Street and Highfield Avenue at 12 each.

Do you have any further comments regarding the proposed parking plans?

The consultation survey asked respondents to comment on any aspects of the proposed introduction of parking controls in the defined Milton Road scheme area. Most respondents were opposed to the changes proposed for Arbury Road (57 responses) regarding the removal of on-street parking in place of a cycle lane in certain parts. There were 23 responses of the opinion that the provided parking wouldn't suffice for the existing parking demand with 12 further responses alone against the removal of parking spaces on Herbert Street in place of double yellow lines. An additional issue that was raised was on road safety (14 responses), particularly on Hurst Park Avenue at the slight bend in the road as well as the weaving in and out of parked vehicles. There were nine responses in favour of pay and display parking opportunities for visitors at key trip attractors such as the Dentist on Hurst Park Avenue. There were five responses on the current lack of traffic law reinforcement carried out within the Milton Road area.

The written responses confirmed the observed themes from the consultation survey with 30 out of the 65 responses opposing the proposed parking control changes along Arbury Road. A further five responses mentioned a missing dropped kerb in front of their property that wasn't indicated (or misplaced) on the plans, adding to the eight responses received from the survey on missing dropped kerbs.

Do you have off-street parking?

Over 70% of responses from residents within the Milton Road residents' parking scheme boundary stated that they have off-street parking, while 28% stated that they do not have off-street parking.

How many vehicles are registered at the above address?

The following question on the consultation survey asked respondents for the number of vehicles registered at their provided address. There were 305 responses from residents within the scheme boundary, which are broken down into none, one, two and three or more as shown in Figure 4.

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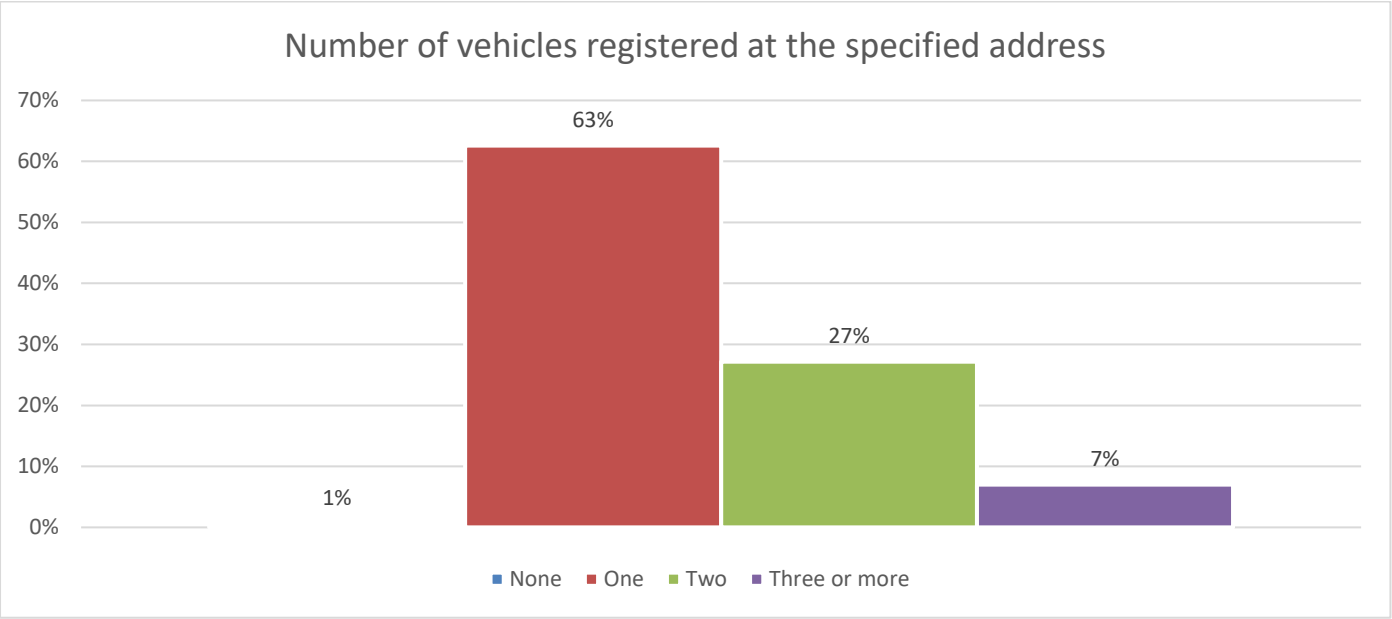


Figure 4 – Number of vehicles registered at the specified address

Most respondents stated that they had one vehicle (64%) registered at their specified address. The next largest portion of responses were for two vehicles (28%), with three or more accounting for 7%. Only 1% of responses didn't have a vehicle registered at their property/house.

How many of the vehicles registered at your address park on the street?

There were 212 responses from residents within the Milton Road residents' parking scheme boundary on the question regarding the number of vehicles registered at their address which park on the street. The findings from the residents' responses submitted through the consultation are summarised in Figure 5.

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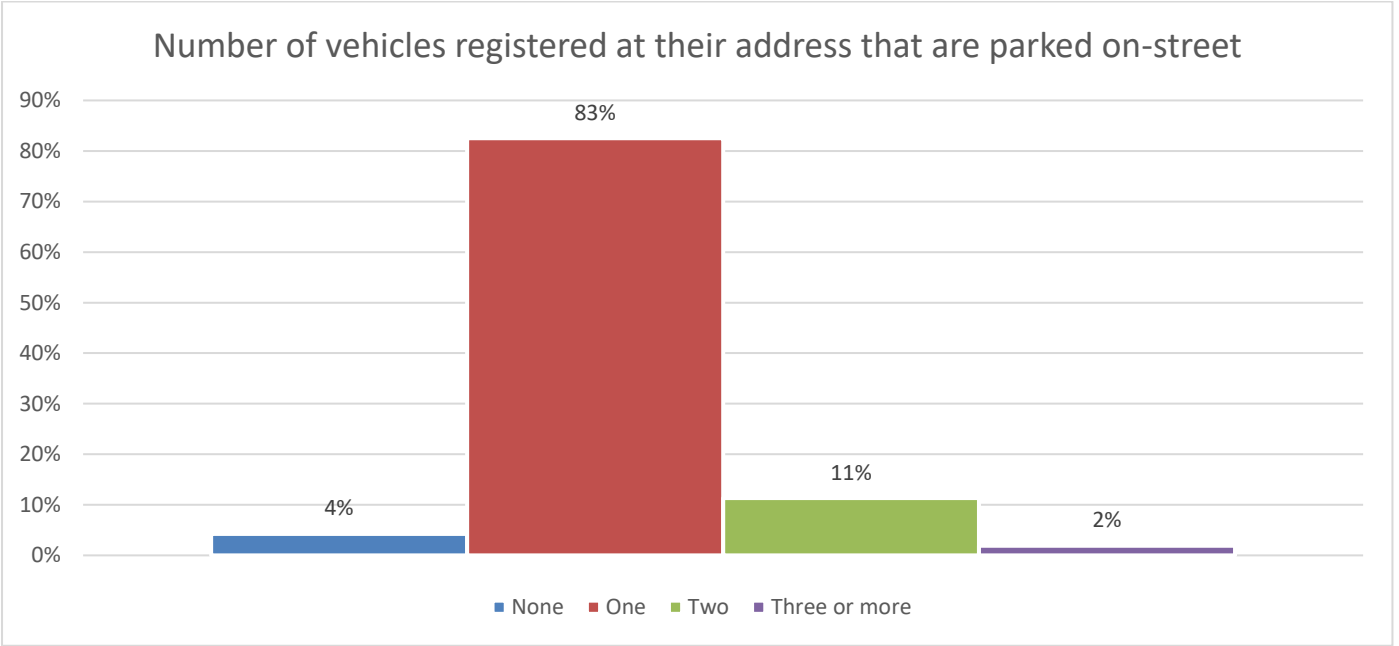


Figure 5 – Number of vehicles registered that the specified address that are parked on the street

Of those in the Milton Road residents’ parking scheme area, 83% stated that one vehicle was parked on the street, while 11% stated that two of their registered vehicles park on the street. Only 2% had three or more of their registered vehicles parked on the street and 4% had none of their vehicles parked on-street.

Do you feel the proposed hours best reflect the times of the day you experience parking problems?

The respondents were asked whether the proposed operational hours of the Milton Road residents’ parking scheme from 9.30am to 3pm were reflective of the times of day that residents face parking problems.

36% of the 212 responses from residents within the proposed Milton Road residents’ scheme agreed that the proposed time does best reflect the times of the day that they experience parking problems. In contrast, 23% of the respondents disagreed that the proposed hours reflect the times of day that they experience parking problems. The largest share of responses (39%) stated that they did not experience any parking problems in the area, while 2% left the question unanswered.

If you responded 'no' to the previous question, please detail below the operational hours you feel would better suit your area.

Following the previous question, respondents were asked to state which operational hours would better suit the parking problems that they face in the Milton Road residents’ parking scheme area. One of the common

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themes that emerged from the respondents was extending it past the proposed time of 3pm with 17 responses in favour. Conversely, five respondents requested a shorter operational window in the afternoon. There were six responses in favour of a two-hour operational window in the morning and four responses in favour of a single hour operational window at midday. Four respondents suggested an earlier start than 9.30am for the operation of the proposed Milton Road residents’ parking scheme. There was a total of nine responses that requested including Saturday and/or Sunday in the operation time of the residents’ parking scheme.

Milton Parking Scheme RSA Response

2.1 Arbury Road: Cycle lane has been reduced in length and is now only located along the section of Arbury Road where the carriage way is greater than 4m wide

2.2 Scheme Wide (Leys Avenue/Hurst Park Avenue): In response to this problem, double yellow lines have been increased at these junctions which will allow greater sight lines when exiting onto the adjacent road.

2.3 Scheme Wide (Leys Avenue/Orchard Avenue): There are no uncontrolled pedestrian crossings in this area, is this a valid issue?

2.4 Leys Road: Scheme design amended as per report comments to create the slalom effect required to reduce traffic speeds along the road.

2.5 Highfield Avenue/junction Hurst Park Avenue: Parking reduced in this area to improve sight lines at the junction.

2.6 Highworth Avenue: We have checked this area and there appears to be sufficient sight lines to be able to see on coming traffic.

2.7 Leys Road/junction Arbury Road: Parking spaces reduced on both the eastern and western side of the road to improve visibility.

2.8 Mulberry Close: Amendments made to design to allow for clear access to the walkway in this location.

2.9 Chestnut Grove/junction of Hawthorne Way: Parking design amended to allow for better sight lines at this location.

2.10 Hawthorne Way: Design amended to deter footway parking in this location.

2.11 Chesterton Hall Crescent: Single bay removed to ensure better turning circle in this area.

MILTON ROAD AREA RPS - SUMMARY OF ALL WRITTEN REPRESENTATIONS RECEIVED

	No. of properties consulted	No. of responses	Objections	Support	Neutral
Existing Ascham RPS					
Ascham Road	22	0	0	0	0
Atherton Close	0	0	0	0	0
Carlton Way	28	0	0	0	0
Courtney Way	17	0	0	0	0
Gilbert Road	121	0	0	0	0
Gurney Way	23	1	1	0	0
Lilywhite Drive	106	1	0	1	0
Metcalf Road	82	1	1	0	0
Milton Road	45	1	0	0	1
Westbrook Place	10	0	0	0	0
TOTAL	454	4	2	1	1
Chesterton Triangle					
Chantry Close	0	2	1	1	0
Chesterton Hall Crescent	35	13	1	12	0
Chesterton Road	0	9	8	1	0
Chestnut Grove	26	0	0	0	0
Elizabeth Way	0	2	1	1	0
George Street	64	8	7	1	0
Hawthorn Way	97	7	6	1	0
Herbert Street	70	57	49	7	1
Milton Road	0	0	0	0	0
Springfield Road	50	21	19	1	1
TOTAL	342	119	92	25	2
Arbury Road/ Hurst Park Avenue area					
Arbury Road	158	51	46	2	3
Havenfield	2	54	54	0	0
Highfield Avenue	43	17	12	5	0
Highworth Avenue	61	10	9	1	0
Hurst Park Avenue	100	34	17	14	3
Leys Avenue	50	9	5	2	2
Leys Road	36	17	9	5	3
Maio Road	0	1	1	0	0
Marfield Court	14	1	1	0	0
Milton Road	151	6	5	1	0
Mulberry Close	96	26	21	3	2
Orchard Avenue	48	15	3	12	0
Union Lane	0	1	1	0	0
TOTAL	759	242	184	45	13
Address not given		8	5	2	1
WHOLE AREA	1555	381	288	75	18
			76%	20%	5%

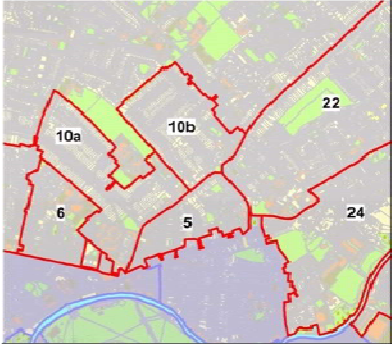
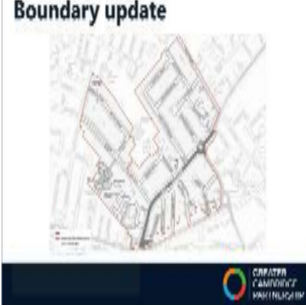
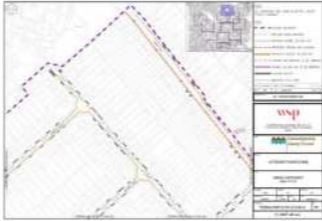
PROPOSED MILTON ROAD RPS - RESIDENT AND BUSINESS FEEDBACK

Response	What it means
Wholly Support	(I wholly support this proposal)
Partly Support	(I support this proposal, but would like the Council to consider additional or alternative measures)
Neutral	(I neither support or object, but would like the Council to consider another related matter)
Partly Object	(I object to part of the proposal, but support or am neutral to other elements of it)
Wholly Object	(I wholly object to this proposal)

	OriginalFeedbackDate	ResponderType	FeedbackCategory	OrderSupport	FeedbackText
1	04/02/2024 22:56:28 +01:00	Resident	Parking	Wholly Object	I don't think there is a parking problem in the area. People who park on the street are not going into town, they are local residents so the measure would not affect them.
2	04/12/2024 08:06:14 +01:00	Resident	Traffic	Wholly Object	I object to this on terms of disturbance, but do note that I feel it is wholly unnecessary and is creating a solution to a problem that doesn't exist.
3	04/09/2024 21:01:13 +01:00	Resident	Parking	Wholly Object	I object to the introduction of parking permits. The majority of houses in Hurst Park Estate (Hurst Park Avenue, Orchard Avenue etc) have off-street parking. Therefore, I think shoppers/commuters should be allowed to park on the street which is otherwise pretty empty.
4	04/10/2024 13:21:15 +01:00	Resident	Parking	Wholly Object	PRO 998. parking 1-27 Arbury Road CB4 2JB. We have been consulted now for 7 years and no one has mentioned till this late date that those parking spaces were under threat. 1-25 are late Victorian Terraces with no space big enough to park very small cars in front gardens. All are occupied by owners with young families who require cars for work and trips to nurseries or schools, or older residents requiring carer parking too. The Project Manager from the County Council who inspected the proposed Zebra site 11-15 Arbury Road said to ARERA that it was not technically feasible as cyclists could approach from the adjacent lane blinded; ARERA consulted on that option and chose Maio Road crossing anyway. I fail to understand your logic. For 7 years ARERA has been insisting the main problems are bullying speeding cars which your proposal encourages; and secondly that the direct cycle route to/ from the College/GP practice/vet/shops/river/Cambridge North goes down our road. I certainly cannot manage at without my parking space...or cycling into town when I'm able.
5	04/08/2024 20:23:44 +01:00	Resident	Parking	Wholly Object	The objection already submitted by me, Xxxx Xxxx, is in connection with traffic order PRO 998, and specifically the proposal to put double yellow lines in front of houses 11 - 27 Arbury Road, houses that offer no other possibility for parking, except on the road. I understand that the Parking Scheme proposed seeks "to prioritise on-street parking for residents and, in particular, those with little or no off-road parking available." That describes these houses perfectly.
6	04/08/2024 20:00:37 +01:00	Resident	Parking	Wholly Object	I strongly object to the proposed double yellow lines from No. 11 to No. 27 Arbury Road which, apart from 2 proposed parking bays would prevent on road parking for the first 12 houses in the street. do not have any possible parking except on the road as front gardens are too small to allow for conversion to hard standing for cars. Houses further along are more fortunate. Seven of the twelve houses are family houses with children of different ages. They need to be able to park near at hand. Some neighbours have two cars. There can be difficulties in finding parking near our homes as it is. I sometimes have to park round the corner in Leys Road when visitors to local businesses park outside For years those of us who live on Arbury Road East have been campaigning for LESS traffic. We hoped for a modal filter. The Milton Road work has meant an increase of traffic down Arbury Road and drivers will be used to coming this way now. Please do not make an increased flow of traffic easier to achieve by removing our parking. And cyclists of all sorts will continue to use our pavement as their right as they do now if traffic on the road is as heavy or heavier. The shops and businesses down on the corner also have no parking except on the pavement. They are worried about further loss of trade. Please consider parking bays for them so that cars do not have to stop on the pavement, often making pedestrians walk in the road.
7	03/18/2024 14:48:51 +00:00	Resident	Parking	Wholly Object	The proposal is not taking into account the local shops who rely on passing trade. In order to keep a vibrant local neighbourhood we need to encourage access to these small businesses. This proposal would severely impact business, if not completely kill it. If this proposal is targeted at commuters using the road as a car park, why not reduce the hours to a couple , in the middle of the working day (11.00 -12.00) , these would discourage commuters, but allow genuine users.
8	04/09/2024 11:33:44 +01:00	Resident	Parking	Wholly Object	I wholly object to this proposed scheme which removes all access for residents of the NE side of Arbury Road for parking. There is no parking for residents within a reasonable distance and no parking for visitors within a reasonable distance. Residents on the NE side of Arbury Road should at least be able to buy visitors permits for people visiting their houses and for tradesmen etc. There is an issue of the safety of visitors after dark having to walk considerable distances. It seems very unfair where one side of the road is given access to park and for their visitors to park and the other side having these rights removed.

9	04/08/2024 11:58:09 +01:00	Resident	Parking	Wholly Object	<p>[REDACTED]</p> <p>This proposed resident's parking scheme removes all access to parking on Arbury Road for residents on the NE side of Arbury Road other than parking on land at the front of their houses. If visitors or tradesmen need to visit one of these houses, there is no parking available to them within a reasonable distance.</p> <p>Residents on the NE side of Arbury Road should be included in the scheme or at the very least should be able to buy visitors permits for people visiting their houses, otherwise the parking problems that are trying to be addressed by this scheme, will be pushed out to more distant parts of the city and the safety of (particularly evening) visitors may be put at risk having to walk considerable distances to the nearest available parking spaces.</p> <p>Additionally those who do not use their "front gardens" for parking or have more than one car, will not be able to park within a reasonable distance of their homes.</p> <p>It seems terribly unfair for one side of a road to be given rights to park while the residents on the other side have all their rights taken away.</p>
10	03/18/2024 14:54:22 +00:00	Resident	Parking	Wholly Object	<p>As a resident of x Arbury Road, in my view and in the main I don't have a problem with parking near to my house from Monday- Friday 9:30 - 3pm. [REDACTED].</p> <p>For the businesses such as the hairdressers and beauticians, introducing permitting will mean customers (or the business) have to pay extra money for a daily permit in order to access the business (a lot of these clients are elderly) which may hinder their profitability and cause extra strain on a local family business.</p> <p>What does cause an issue, and traffic, are the cars that temporarily pull up to visit Al Noor Groceries. This could be for 15-20 minutes at a time directly on the pavement outside blocking pedestrian access or on the double yellow lines which makes it difficult for cars to pass and causes congestion. Many of these are loitering vehicles and contribute to the unnecessary noise and emissions. I don't believe that residential permitting is going to help this particular situation or dissuade drivers to temporarily park on the road.</p> <p>Further to the below, there seems to be a huge amount of parking between 15-27 Arbury Road removed in the proposal if my understanding is correct. These are all houses without their own driveways.</p> <p>I suggest that this needs to be revisited, as we will have more cars fighting for fewer spaces and having to pay for the privilege of doing so and most residents don't understand why most of the on street parking has now been taken away as part of the proposal.</p>
11	09/04/2024	Resident		Wholly Object	We would like to object to the proposal for no on-road parking in the northern side of Arbury Road.
12	26/03/2024	Resident		Wholly Object	<p>As a resident of the northern side of Arbury Road I am emailing to state my strong objections to the proposed residents' parking scheme that will include Leys Road.</p> <p>I fail to see how it can be fair or reasonable to deny residents who are simply located on the 'wrong' side of Arbury Road access to any on-street parking within their immediate neighbourhood, which will in effect preclude any provision for accessible parking for guests or tradesmen who may be visiting local businesses and residents, my property included.</p> <p>[REDACTED] I find it wholly unreasonable that I will be denied any right beyond this to public parking or to visitor permits for parking within my local neighbourhood and would appreciate some clarification on where within the limitations of this scheme visitors and tradesmen providing a service to my property would reasonably be expected to park. I would urge those who are seeking to implement this scheme to question whether, were they in the same situation as Arbury Road residents, they would consider the scheme a fair and practical one.</p> <p>The parking situation in Leys Road is not currently problematic: on the contrary it is a great example of neighbourhood and community cohesion in that people park with due consideration for others and there are always spaces available, with the road accessible to those who require extra parking in the area, including residents, their visitors and employees and customers of local businesses such as the veterinary surgery located on the northern side of Arbury Road. To abandon this and introduce parking restrictions or remove completely the right for on-street parking for some local residents in order to presumably generate funds from parking permits seems a backwards step in terms of the dissent that would be caused by a divisive scheme that would award permits to 'south-side' residents of Arbury Road but not those living opposite them! I believe that the scheme would be unnecessarily problematic in terms of the inconvenience and obstruction it would bring for residents and local businesses who co-operate to benefit from the present parking situation. Finally, the scheme would ironically be contrary to efforts towards improved road safety (that has seen the implementation of recent cycle paths on parts of Arbury Road) in that it is foreseeable that visiting guests and tradesmen would be likely to resort to kerb-parking on Arbury Road for purely practical reasons, e.g. for access to tools and materials required to complete property repairs and renovations.</p> <p>Whilst emailing may I also convey my concern that I do not recall any notification of the County Council's formal consultation on this scheme that I understand took place in October-November 2022 and which evidently excluded those residents who would be adversely affected by the scheme. I welcome the opportunity now to voice my concerns and objections to the scheme.</p>
13	17/03/2024	Resident		Wholly Object	<p>I am getting in touch to object to the proposal to put double yellow lines in front of our house, xx Arbury Road, and replace the parking for all of the houses without driveways along Arbury Road south of Leys Road with only 12 parking bays spread along the whole street south of Leys Road. Why isn't there one space per drivewayless house? What is the rationale for reducing the current number of parking spaces?</p> <p>Many of the families who live between 1 and 61 Arbury Road have small children and need to load and unload close to their houses. If this scheme goes ahead, what will happen if no parking space is available on Arbury Road? How will I get home with three kids and their bags, in the pouring rain? Am I supposed to drive around the whole parking zone looking for a space, some of which are a fifteen minute walk from our house?</p> <p>I'm sure the plan is wonderful for the Hurst Park residents who will be able to use their driveways, or for the people of Chesterton Hall Crescent who all seem to get a designated bay! But it does feel like part of the continual marginalisation of Arbury Road's residents in favour of drivers who want to be able to speed down our 20 mph road at 30 or 40 mph and now won't be held back by needing to drive carefully around parked cars. This will only add further danger to our residential road.</p>

14	11/04/2024	Resident		Wholly Object	<p>I write to formally object to the Proposed Milton Road Resident Parking Scheme.</p> <p>I live on the northern side of Arbury Road at number xx.</p> <p>The parking scheme gives households on the southern side of Arbury Road exclusive parking and prevents me and my neighbours from having any on-road parking. For me this means that I have nowhere to park if a second housemate has a car or if I have anyone visiting over</p> <p>I think the whole proposal is meaningless as not that many businesses are around to cause residents that hard life. Instead of creating an increasing number of obstacles for us residents here, you could try and finish roadworks on Milton road which makes it extremely difficult for both cyclists and drivers (I am both).</p> <p>I was never informed about or consulted on the scheme and this is the first I have heard about it</p> <p>This scheme should be stopped.</p> <p>Please log my objection. Please, along with my local councillors, work on my behalf and respond so that I know you are doing so.</p>
15	18/03/2024	Resident		Wholly Object	<p>The number of provision of parking bays is insufficient on Arbury Road. Too few bays are planned at the eastern end where the houses mostly do not have driveways as they do inside Hurst Park estate. More bays should be provided as there will be a shortage a lot of the time. More bays are needed in the space between 27-1 Arbury Road - there is no reason why there are no bays planned there? The reduction of parking in that stretch would mean a very long walk for us and [REDACTED] elderly [REDACTED] who visits by car sometimes. We [REDACTED] and need a bay in front of our home for parking (as we always and currently have). We would have to unload our shopping and [REDACTED] on double yellow lines with the plan you have circulated.</p> <p>This is an unfair, undemocratic and unjustified removal of parking benefits from residents here of many years. Most of us don't mind moving to paying scheme, but the same number of bays must be provided as now. Car reduction should not impact locals disproportionately just because we live on Arbury Road.</p> <p>If you want to make the road safer and reduce car traffic, make the road one-way or better still add a modal filter as has been requested by the overwhelming majority of residents for years. Listen rather than impose measures. We have been consulted dozens of times on this but have seen no action. Instead you now are proposing to do something we have not asked for.</p>
16	05/04/2024	Resident		Wholly Object	<p>I lodge my formal complaint regarding the current planned provision of parking bays on Arbury Road.</p> <p>My neighbours and I currently have parking spots in front of our houses. Including the house I own at xx Arbury Road. We have [REDACTED] and shopping and need reliable and close access - especially [REDACTED]. The other spots are tok far and will be full most of the time as there is not sufficient. [REDACTED] one house on Hurst PARK ave will have at least 3 bays in front of [REDACTED] house alone. Each house there seems to have access to at least one bay. The same should be provided for Arbury Road - why the disparity?</p> <p>I support paid parking but there is no reason to not allow such bays in front of all our homes, as currently, as we have no off street parking. It seems only 2-3 spots are provided between numbers 1-25 Arbury Road and the shops have no parking bays! This goes against your own stated objective:</p> <p>"The proposal would introduce a residents' permit parking scheme in various roads in the Milton Road area of Cambridge from Monday to Friday between 9.30am and 3.00pm. The scheme is intended to prioritise on-street parking for residents and, in particular, those with little or no off-road parking available."</p> <p>In addition, our local shops must have competitive access to customers and must have parking bays (free 20 mins at least) just like on Milton road. We have already lost shops due to the busy road and no parking... Make the road one way and add parking bays near the shops. We have all been asking for this for years.</p> <p>There is no reason to have the gap of non-allowed parking between two small bays at this end of the road. We use them often for elderly vsitors (grandparents, delivering shopping and managing babies and young kids.</p> <p>Please provide a response with an updated suggestion.</p>
17	10/04/2024	Resident		Wholly Object	<p>I wish to object to the effects of measures included in the TRO for the Milton Road Area Residents' Parking Scheme on residents and businesses located on Arbury Road east.</p> <p>1. No provision has been made for how the proposals will affect the shops on the south-side of the street next to the junction with Milton Road. There are to be no 30-minute waiting bays outside these shops, as have been provided for those along Milton Road. Nor will there be any 'pay and display' bays provided on Arbury Road east either. The omission of these threatens the economic viability of these shops. Much of their trade involves customers from outside the area who have, until now, parked in spaces further along Arbury Road east. They will now be unable to do so because of the extensive use of double yellow lines on the section of road between Nos. 1-63.</p> <p>2. The installation of these double yellow lines will remove on-street parking for many of the occupants who live between Nos. 1-63 who have no possibility of access to off-street parking within their curtilages.</p> <p>The rationale for the removal of this on-street parking remains unclear despite a request for further information about this by the Arbury Road East Residents' Association.</p> <p>The installation of these double yellow lines, to which ARERA previously expressed opposition, undermines the stated purpose of the Milton Road Area Residents' Scheme which, according to the Statement of Reasons document published to support the Traffic Regulation Order, is "to prioritise on-street parking for residents and, in particular, those with little or no off-road parking available."</p>

					<p>3. The boundary of the parking schemes excludes properties on the north-side of Arbury Road east (even numbers). The occupants of these will be ineligible for parking permits within the scheme. Two of these properties have no access to off-street parking in their front gardens. Nor will they have access to any other parking anywhere near their houses. When asked about the exclusion of these properties, the GCP was unrepentant about the difficulties imposed on these residents:</p> <p>"The majority of properties on the north-east side have off-road parking available. Should the scheme go ahead there would be a 6 month review and revisions to the scheme could be considered at that time."</p> <p>No explanation was offered about what the occupants of these two properties should do during this 6 month period:</p> <p>"They would not be able to park in resident permit holder spaces on Arbury Road or within the remainder of the Milton RPS during its operational hours. If they wish to park on-street from Monday to Friday between 9.30am and 3pm they would need to find alternative spaces in other roads."</p> <p>The GCP offered no explanation of what other roads were meant here.</p> <p>There will be none in close walking distance of these properties.</p> <p>Again, this runs contrary to the stated purpose of the TRO ""to prioritise on-street parking for residents and, in particular, those with little or no off-road parking available."</p> <p>4. The map in the TRO shows the introduction of a very short stretch of cycle path on Arbury Road east. This will run from outside No. 106 just to where Arbury Road east narrows outside No. 88. No attempt has been made to join this section to the cycle path implemented under Phase 2 of the GCP upgrading of Arbury Road because it is a County Council's 'designated priority cycle route'. Despite being requested to do so, the GCP has expressed its reluctance:</p> <p>"It was highlighted through consultation and discussions with Members to improve cycle infrastructure where possible within the implementation of the RPS. Incorporating larger scale cycle improvements is outside the scope of the programme."</p> <p>The GCP's suggestion that completing a very short, 17m 'join' between the existing and proposed cycle paths is a "large scale improvement" should be challenged.</p>
18	10/04/2024	Resident		Wholly Object	<p>1. I wish to make representations about the inadequacy of the consultation process employed by the GCP prior to the issuing of the TRO for this scheme.</p> <p>At some point, between September and November 2022, the north-eastern boundary of Milton Road Area Residents Parking Scheme was changed by WSP, presumably at the request of the GCP. This boundary change was made without discussion with any of the local (residents/business/church) parties on Arbury Road east affected by it.</p> <p>Boundary as shown in Cambridgeshire County Council Plan(Spring 2022)</p> <p>The map above shows parking scheme areas as signalled by the County Council in the spring of 2022.</p> <p>Note the jagged North Eastern edge of the parking area labelled 10b.</p> <p>Boundary as shown in WSP drawing (September 2022)</p> <p>The WSP drawing, dated September 2022, of north-eastern boundary of the Milton Road Area Residents Parking Scheme showed area 10b as having a flat edge. This edge is drawn in front of the properties on the north side of Arbury Road East so excluding them from the parking scheme (which includes those on the south side). This change was confirmed in a slide shown, but whose implications were not discussed, by the GCP at a consultation meeting held on 2 November 2022.</p> <p>Boundary as shown in GCP slide set (November 2022)</p> <p>Without signposting and explanation, these maps and their meanings are extremely difficult to understand.</p> <p>During its 2022 consultation period, the GCP made no attempt to explain them. Nor did it attempt to do so when it issued the documents supporting the TRO.</p> <p>According to then Lib Dem city councillor Jamie Daziell, local councillors at this time were not made aware of this change (or its implications). Indeed, he remained unaware of it until it was pointed out to him by the Arbury Road East Residents' Association in March 2024.</p> <p>The implications of this change – for who would and wouldn't be eligible for parking permits under the revised scheme – were not signposted or explained by the GCP during its November 2022 consultation meeting.</p> <p>Nor were they subsequently discussed by the GCP with any of the parties on the north-eastern side of Arbury Road east who have then discovered from the TRO that they are excluded from applying for permits.</p> <p>The level of consultation offered by the GCP prior to the issuing of the TRO was grossly inadequate, especially given the serious implications that the redrawn north eastern boundary of the parking scheme has for those excluded from it.</p>
					<p>2. I also wish to make representations about the inadequacy of the consultation process employed by the GCP/CCC at the time of, and since, issuing the TRO for this scheme.</p> <p>The map originally issued in support of the TRO was of very poor quality and still difficult to read even when greatly enlarged.</p> <p>At the request of the Arbury Road East Residents' Association, ██████████ replaced this map with a more readable version which he supplied to ARERA and put up on the TRO website.</p> <p>However, despite being requested to do so, a second notification letter was not delivered by the CCC to all of the households involved telling them that a more readable map had now been placed on the website.</p> <p>From my experience of talking to my neighbours, it is evident that many of them gave up trying to understand what was being proposed because of the poor quality of the information provided - often without any understanding the significance of what will happen to them once the scheme is in place.</p>
					<div></div>

19	10/04/2024	Resident		Wholly Object	<p>We wish to object to the Milton Road Residents Parking Scheme and the Traffic Regulation Order which proposes to exclude the North side of Arbury Road.</p> <p>We live on the North side of Arbury Road, [REDACTED] We have lived here since [REDACTED] and have always parked our cars opposite in Leys Road. We have never been made aware of any problem with this situation. The community here manages the parking themselves and fit the parking around the cars as required. There are no painted white boxes designating a parking space, which enables cars to fit in as required.</p> <p>Why is this proposal going ahead which appears to be causing problems where there are none at present?</p> <p>If this proposal goes ahead we will have nowhere to park our car. Also, the result will be that we are left without services, as no business/trades people will have anywhere to park to carry out work on our property. How will they have access to their equipment?</p> <p>From a medical perspective. How will doctors, nurses, therapists and carers be able to visit our houses, with their required equipment, as nowhere within the vicinity to park?</p> <p>From a social perspective, friends and family will be unable to park to visit us. Some may be disabled!! How will they visit?</p> <p>To be outside the parking scheme is an impossible situation to be in and we are being penalised. This is against the stated purpose of the Milton Road Area Residents Scheme, which according to The Statement Of Reason Document, published to support the Traffic Regulation Order is "to prioritise on street parking for residents and in particular those with little or no off road parking available ."</p> <p>I have previously mentioned we have a front garden, which at present is an eco-habitat. Of course we could dig up and concrete and create a driveway, but greenery is protective against flooding, which will be needed in the future. The trees, shrubs, bushes and grass of the garden help to mitigate the damage caused by traffic fumes and particulates.</p> <p>This Parking Permit Policy is counterproductive to the green agenda.</p> <p>Would you mind sending the document to all the relevant parties that you have mentioned?</p>
20	06/04/2024	Resident		Wholly Object	<p>There has been very little meaningful communication on this matter. Every time I try to log on to the suggested websites they either crash or just don't work.</p> <p>I've never had a problem with unwanted parked cars on my area of Arbury Road and feel this proposal of double yellow lines, yes, I managed to find out that information on 'ask the police' website, will not be beneficial, or the residents parking permits.</p> <p>Why do the residents of odd numbers on Arbury Road need parking permits when the residents opposite do not?</p> <p>Why are the yellow lines only along parts of Arbury Road and Maio Road?</p> <p>Also, why does driving over the path on to a property cause an offence but if there is a lowered kerb it does not? It's still the same path.</p> <p>If I have any of this wrong it's because the information given is not clear and has to be second guessed.</p>
21	11/04/2024	Resident		Wholly Object	<p>Arbury Road East has been included in your proposed Residents' Parking Scheme for MiltonRoad Area, and you have given its residents details of the proposed scheme and a (rather short) period time for us to consider the scheme and comment.</p> <p>My first comment must be that there has been a lack of care and clarity in the whole way this scheme has been drawn up and presented to those it most concerns. The map you sent round was totally inadequate and when thanks to Arbury Road East Residents Association (ARERA) you issued a revised map it was still confusing and inaccurate as to the current situation re parking (dropped kerbs etc), eg [REDACTED] Arbury Road shows "existing access" to be through a brick wall.</p> <p>NB Residents were not properly informed that there was a second map.</p> <p>Secondly and most importantly the scheme itself is in no way a Residents' scheme, how can it be? It shows no regard whatsoever for those of us who live and/or work here - the actual residents. The following points summarise my objections to the proposed scheme:</p> <ul style="list-style-type: none"> ▪ it dismisses one side of the road completely, leaving at least one property with nowhere in the vicinity to park; by dividing the road in such a way you destroy community, ▪ it greatly reduces the amount of parking space for residents with not enough bays and too many yellow lines, and adds confusion and potential danger for all traffic. Residents who can currently expect to park within reasonable distance of their homes, under your scheme will struggle to do so, ▪ it pays no heed to the businesses at the start of the road, which should be provided with some form of parking bay to allow them to flourish and continue serving the neighborhood. <p>Thirdly the proposed provision for cyclists is woefully inadequate and would if anything create even more dangerous conditions than does the present lack of a cycleway.</p> <p>We have lived at [REDACTED] Arbury Road since [REDACTED] we have seen an increase in traffic over the years but only since the traffic mismanagement by Greater Cambridge Partnership during the closure of inbound Histon Road has Arbury Road East been subjected to so much traffic including HGVs and to a huge increase in the concomitant problems of pollution, speeding, house shaking. Should there be an interest in the welfare of the residents of this corner of Cambridge, then those in power should turn their attention to dealing with our real problem, the overuse of our road by non local traffic.</p> <p>Parking itself has not been a real problem for Arbury Road East: your proposed scheme would do us much more harm than good.</p>

22	18/03/2024	Business		Wholly Object	<p>I firstly note that we have received no official notification of this, [REDACTED] I understand this is because the north side of Arbury Road is not considered to be included in the scheme? It again appears that the Council has informed, and consulted with, only those who would benefit from, and not with those who would suffer the consequences of, the scheme.</p> <p>The fact that we are 'not included' seems to mean also that we won't be able to apply for a resident's parking permit on the road on which we have residential property, nor for a visitor's permit for occasional visitors that exceed on-site parking capacity. I therefore object to this TRO on the basis that as residents on the street, we should have the same access to permits as residents on the south side of the street.</p> <p>[REDACTED] however staff need to park to [REDACTED] work and there is no mechanism [REDACTED] to apply for a permit for staff to park on the street. [REDACTED] also have occasional contractors on site who need to park, while still allowing customer parking for the [REDACTED] and as such would like to be able to apply for a visitor's permit and this seems not possible. I therefore also object to this TRO on the basis that insufficient regard has been given to existing, longstanding businesses operating on the north side of the road, to provide sufficient parking for staff and contractors, and that we are also again unfairly blocked from applying for parking permits.</p> <p>At the least the proposed scheme – should it be to proceed – should include all the residents of the road it affects, and not unfairly just include those living on one side of the road to be able to receive benefits, and those on the other side excluded from any benefits and furthermore to have to suffer the consequences as both residential property owners and business operators. However I feel even with this, insufficient regard has been given to business needs for parking, and as such the scheme should not proceed.</p>
23	10/04/2024	Resident		Wholly Object	<p>I would like to object to the proposed parking scheme that affects us on Arbury Rd. If implemented we may have real trouble parking, as will any visitors.</p> <p>I live at xx Arbury Rd - the side of the road which seems to be arbitrarily excluded. The proposal looks to be unfair.</p> <p>There seems little reason to implement the scheme. Rather, something should be done about the speeding and idling traffic (and pollution) on the road - which is a real problem that should be fixed. The road is also unsafe for cyclists.</p> <p>Thank you for the opportunity to comment and to object to the proposal.</p> <p>If it does go ahead it should at least use the boundaries for the Milton Road Primary School Catchment that includes our side of the road too.</p>
24	20/03/2024	Resident		Wholly Object	I am writing to complain regarding proposed residential parking scheme - Milton road area.
25	11/04/2024	Resident		Wholly Object	I believe one of the stated intentions of your scheme is to "prioritise on-street parking for residents, and particularly those with little or no off-road parking available"
26	03/19/2024 20:46:06 +00:00	Resident	Parking	Wholly Object	<p>In regards to proposal PR0998; I wholly object to this proposal. The presence of paid parking permit in this area. The use of parking permits in this area is unnecessary, as there is often multiple on street car parks available with minimal competition for residents and visitors. Additionally by assigning this as a parking permit area, it will limit families (or people with movement disabilities) being able to access community structures/hubs, as the car parking for these areas is often full. Additionally by extending so far up Arbury road, you are negatively impacting the local business that benefit from people being able to park and quickly buy/purchase things (as their allocated parking is often full). Overall this would not only impact the social and business aspects of the area, but also negatively impact the residents and should not be pursued (especially with the ongoing roadworks in the area that further limit car parking anyway). The basic point of resident parking to <u>make parking more aviable and easier for residents. along with ensuring adequate space on to allow for emergency passage of vechicles. Paid permit parking would not further either of these</u></p>
27	03/21/2024 10:59:16 +00:00	Resident	Safety	Wholly Object	<p>Ref PR0998.</p> <p>Chantry Close is an unadopted private close off Chesterton Hall Crescent with ten residential homes. We object on two grounds:</p> <p>1) You have not included the ability for Chantry Close residents to purchase residential permits. Chantry Close residents and their visitors regularly need to park in Chesterton Hall Crescent so need to be offered residential permits as part of the scheme.</p> <p>2) Chantry Close already suffers from people such as tradesmen parking in our driveway when Chesterton Hall Crescent is full. They routinely park partially on the pavement of our driveway and prevent access to emergency vehicles. We suspect this problem will worsen with the proposed parking scheme and counter-propose that if the scheme proceeds then budget should be added to erect bollards or a railing on the kerbside down Chantry Close to prevent people parking partially on the pavement and creating a significant safety issue.</p>

28	09/04/2024	Resident		Wholly Object	<p>I am writing to express my vehement objection to the Council's current proposal to impose discriminatory parking restrictions on residents of the northern side of Arbury Road, Cambridge. This ill-considered plan not only lacks fairness and equity but also demonstrates a blatant disregard for the welfare of our community.</p> <p>The inherent injustice of this proposal is glaringly evident: while some residents are granted protected, exclusive parking rights directly outside their homes, others are unfairly burdened with restrictive measures that severely impact their ability to park nearby. Such a biased approach to parking management is morally indefensible and potentially illegal.</p> <p>Of particular concern is the evident targeting of elderly residents in Havenfield. It is no secret that these proposed restrictions will disproportionately affect older members of our community, who may rely on their vehicles for essential transportation. Despite repeated objections and clear evidence highlighting the discriminatory nature of these regulations, the Council has chosen to turn a blind eye to the plight of our elderly residents. This constitutes a clear case of age discrimination, and the Council cannot feign ignorance of this fact.</p> <p>Furthermore, the manner in which objections have been handled underscores the undemocratic nature of this proposal. Many valid concerns raised by residents have been disregarded or dismissed without proper consideration, denying affected individuals the opportunity to have their voices heard. Such procedural irregularities not only undermine the principles of democracy but also raise serious legal concerns under the Equality Act of 2010.</p> <p>In light of these issues, I urge the Council to halt its current plans and engage in meaningful dialogue with the community to develop fair and inclusive parking policies that benefit all residents. It is imperative that any future decisions prioritize the well-being and rights of vulnerable populations, including the elderly. Failure to do so would not only be a grave injustice but also a dereliction of duty on the part of the Council.</p> <p>Thank you for taking the time to consider my concerns. I trust that the Council will act in the best interests of our community and rectify this unjust situation promptly.</p>
29	04/09/2024 13:01:34 +01:00	Resident	Parking	Wholly Object	<p>Chesterton Road is not included in either the De Freville or Milton Road parking schemes. We and/or our visitors will be unable to park in either area should it be required, as the schemes are not adjacent. I have been informed that the double yellow lines will also prohibit parking on the wide pavement outside our house, as we currently do, which is necessary for tradesmen visiting the property/</p>
30	04/06/2024 17:27:37 +01:00	Resident	Parking	Wholly Object	<p>With this proposal, I could no longer park my car! Where would I park my car to walk to my house?</p>
31	07/04/2024	Resident		Wholly Object	<p>I am very concerned that the north side of Chesterton Road appears to have been excluded in your deliberations. You will be aware that because of the continuous yellow line along the entire stretch of Chesterton Road in both lanes there is no parking provision over 24 hours for the residents of Chesterton Road who were also overlooked when the DeFreville scheme was implemented. The information that you now provide indicates that we will not even be eligible to purchase parking permits for the scheme as we are not covered in the specific roads you have identified as eligible.</p> <p>I am [REDACTED] living on Chesterton Road and [REDACTED] visits from my family [REDACTED]. There is also the matter of parking provision as and when I require services from tradespeople.</p> <p>I am requesting that you consider adjusting the scheme to serve the residents along Chesterton Road, possibly to move the boundary so that it becomes adjacent to the DeFreville parking permit boundary. It is difficult for me to understand the thinking behind your decision to exclude these residents whether deliberately or by an oversight.</p> <p>I would welcome a response from you before I am obliged to take the matter further.</p>
32	04/08/2024 08:44:09 +01:00	Resident	Access	Wholly Object	<p>[REDACTED] Were this scheme to be brought in, it would mean, if we were to go out during those hours we might have to park some distance away. Currently we have to park in Oak Tree Ave, opposite our house as we cannot park [REDACTED]. As Oak Tree is not in the scheme I fear many current customers of Stir who "clog up" Hawthorn Way when it's open will go across to Oak Tree and we will be imprisoned in our house during those hours! Stir is usually at its busiest during the proposed hours - strangely?!</p>
33	04/11/2024 09:21:49 +01:00	Resident	Parking	Wholly Object	<p>We object to this proposal in principle for the following reasons:</p> <ol style="list-style-type: none"> 1) The status quo is not, from our point of view, problematic. [REDACTED] at Hertford St. in a controlled zone the parking in the area proposed is no more difficult. Given the overall reduction in number of spaces it is hard to see how this scheme is going to improve matters. 2) The scheme does not appear to give consideration for the narrow nature of the streets in this area, inflexible general policies have been applied without due consideration to this resulting in a sub-standard scheme. 3) There is currently a reasonably good chance of being able to park outside one's own home. This will be degraded resulting in it no longer being viable to install EV charging facilities (this is getting increasingly common and particularly beneficial when backed with Solar PV / battery systems) and being problematic for anyone with mobility impairment insufficient to acquire a blue badge dedicated parking space (particularly pertinent to visitors). 4) The plan as shown does not appear to show the disabled parking bays already present on George St.
34	04/10/2024 15:11:44 +01:00	Resident	Parking	Wholly Object	<p>The decision to substantially reduce parking in Herbert Street will force many cars from there onto other streets within the scheme. This means the whole scheme is flawed, it will cause problems on every street involved as a large number of cars now need to find parking outside Herbert Street. As a long-term resident of George Street, it is always difficult to find parking and I believe that the new scheme as proposed will make things substantially worse.</p>
35	03/21/2024 20:18:00 +00:00	Resident	Parking	Wholly Object	<p>We are [REDACTED] and rely on vehicles as transport for [REDACTED] the number of permits per house would not match the number of occupants that have cars, which was a benefit of moving to this road.</p>
36	04/11/2024 09:32:21 +01:00	Resident	Parking	Wholly Object	<p>After taking into account off street parking availability there will be an insufficient number of bays for resident's vehicles at all times; because the restricted period is 09:30 to 15:00, I do not believe the overall situation will be improved.</p>
37	04/11/2024 23:06:07 +01:00	Resident	Access	Wholly Object	<p>I object to the scheme on the following grounds:</p> <ol style="list-style-type: none"> (1) A number of houses on George St and Chesterton Rd have off-street parking accessed via a very narrow entrance lane off George St. This is an extremely tight 90° turn off a very narrow single-lane street, so that significant clearance is required around the entrance. The entrance is frequently obstructed by cars parked on George St; in such cases, the back-up option, when we are unable to access our off-street parking, has been to park instead on the street (obviously undesirable as this unnecessary reduces available on-street parking spaces). With residents' parking, this back-up alternative will no longer be possible (unless we also pay for permits that we don't need), and parking on neighbouring streets won't be possible either (all will be within the RPS). Therefore it's essential that any scheme includes improved markings and enforcement to prevent obstruction of the entrances to off-street parking; this probably means an extended set of double-yellow lines around the lane entrance. We have raised this issue via our Councillor but no resolution has yet been forthcoming. A solution needs to be in place before any RPS can be introduced. (2) The loss of around half the parking spaces on Herbert St will mean that parking will be also full on the neighbouring streets in the RPS due to overspill from Herbert St. Given that parking is already tight, this seems like a major flaw in the scheme. (Once again, this reinforces the point that we need to make sure that all residents with off-street parking are able to use it, and encouraged to do so, to reduce demand for on-street parking - see item (1) above).

38	09/04/2024	Resident		Wholly Object	<p>I object to the planned Resident Parking Scheme for the Milton Road area which includes the road I live on (George Street) on the following grounds:</p> <ol style="list-style-type: none"> 1.The vast majority of time George Street is only full in the evenings not during the daytime during which the scheme operates. Therefore the parking scheme will have no effect on the availability of parking for residents. 2.There is no mention of parking for local small business owners who find George Street a helpful place to be able to park. 3.The scheme proposes 3 cars per residence: the only possible benefit of this scheme is to encourage people to have fewer cars and the provision of 3 cars does not do this. In addition, this seems to be weighted in favour of wealthy residents who can afford the extra charges. 4.The scheme adds an extra charge ('tax') to living in George Street and, as detailed above, there will be no benefit as a result for George Street residents and again those with lower incomes a larger percentage of their income than wealthier residents. <p>In general, I also object because there is no visibility about how the council expects this to form part of an active transport plan for the area or the city as a whole. In addition, it provides no solution to the issue that there are simply too many cars that people expect to be able to park in the city. One solution to this would be to provide secure parking in an area outside the city and a longer running park and ride scheme enabling people to drop their cars off and get the bus to their houses.</p>
39	03/21/2024 21:51:06 +00:00	Business	Parking	Wholly Object	Restricted parking will have a detrimental effect on our business.
40	03/18/2024 20:54:53 +00:00	Resident	Financial	Wholly Object	I live in Hawthorn way, I am completely against the proposal. The parking by commuters, customers and clients in my street is awful. But never in my [REDACTED] of residence have not had space to park. I have only ever had my drive way blocked once. But that was in contravention of existing road markings. I appreciate the amenities that exist on this road and know the price to pay is increased traffic. Should the parking charge come in to force, the cafe, yoga studios, shop, schools, charity centres will be effected. This could lead to closure and then render the need for permit parking unnecessary, but leave me with the expense. More of a pressing concern, although once again not detrimental, is the closing of the road for the half marathon. The ongoing road works on milton road, the condition of the road. Please don't introduce this to a social housing street mixed street.
41	03/18/2024 20:50:37 +00:00	Resident	Financial	Wholly Object	I believe the consultation to be ridiculous given the increases to council tax (50% over the last 10 years) and the state of Cambridges roads. The country is facing a cost of living crisis and the councils response is to tax its residents to park outside their own homes.
42	04/11/2024 20:18:17 +01:00	Resident	Parking	Wholly Object	<p>Objections against residential parking scheme (Chesterton Road , Hawthorn way) :</p> <ol style="list-style-type: none"> 1)Local social centres (Stir, Yoga, Polonia, Spar) attract people for socialization. The arrive from outside of Cambridge to enjoy communication. It is vitally important after long pandemic period and in time of economical slow down. Residential parking scheme in local area (Hawthorn way) will significantly hurt to this vitally important for people of Cambridgeshire social activity. 2)Local small businesses (Stir, Yoga, Polonia, Spar) will be significantly damaged by that residential parking scheme as will lose easy accessibility , which exist due to free parking. That will diminish payments they do to city and that is used for the benefits of city. 3)The local free parking places are usually occupied for a short time and residents anyway can park after parking place is freed. 4)Cambridge is diamond in British history. It is vitally important to provide easy access to it historical and cultural treasury to support intellectual and cultural growth of British nation. It is vitally important to provide affordable parking close to centre, as it already done in Ely, to facilitate young families to involve their young children in getting the British historical and cultural life. Free paring close to Cambridge centre and absence of residential parking scheme servers to this Great goal.
43	04/12/2024 19:04:10 +01:00	Resident	Parking	Wholly Object	<p>This proposal does not solve the problems that the parking causes and just taxes residents to be able to park where it was free before. The main issues around parking occur because people drive to visit the cafe on weekends between 08:00 and 14:00 or the yoga studio on weekday evenings. There are some issues on weekdays but this is generally the time when there is little to no activity from residents. Also, this reduces the ability for residents to have regular visitors without paying for extra visitor permits and being able to park in front of your own drive (as there will be "H" markings).</p> <p>As a resident, if I am going to be charged for parking on my own street, I want to be guaranteed a space every time I return home, which this will not do.</p>
44	04/11/2024 10:00:20 +01:00	Resident	Parking	Wholly Object	The modifications to the proposal since the consultation have not changed its severely negative effects for residents of Herbert Street and Springfield Road. The ability to park within half a mile of home does nothing to address the following: inadequate accessibility for vulnerable residents, those with mobility problems, and carers; electric car charging from home on the 'no parking' side of the streets becomes impossible; with residents almost none of whom commute to work by car, the limited spaces will remain full during the day, giving no access for tradespeople -- who will as a result refuse work on these streets. These and other significant problems for these residents considerably outweigh any benefits of the proposal.
45	04/10/2024 23:22:17 +01:00	Resident	Parking	Wholly Object	<p>TRO PRO998 Milton Road Area Cambridge</p> <ol style="list-style-type: none"> 1. Reduction of spaces in Herbert Street and Springfield road leaves a deficit of about 30 spaces -where are these cars to park? Parking in other parts of controlled area could result in a long walk. [REDACTED] 2. Suggested that residents will be able to apply for up to 3 permits per eligible households - if households have more than 1 vehicle in regular use, this would exacerbate the situation even further. 3. As both roads consist of terraced houses, with residents parking on one side of the road only, residents on the other side would not be able to access car charging points installed in their own home. Cost of using other sources of charging would be much more expensive .and not accessible if charging required overnight for example. 4. For residents working unsocial hours which requires them to use their car late at night or in hours of darkness, having to walk longer distances to get to or from their car could put them at risk, especially women on their own. I know at least one resident who would often be in this situation.
46	04/11/2024 21:20:04 +01:00	Resident	Parking	Wholly Object	<p>Proposal does not accommodate parking for residents in the area. Whilst understanding the need to discourage non residents from parking, this will only exacerbate the situation for current residents.</p> <p>The scheme wholly underestimates the needed parking to the proposed amounts of parking to Herbert street and Springfield road residents in particular. Our road is regularly used by residents on adjoining road who also have limited parking already.</p>
47	04/10/2024 16:59:53 +01:00	Resident	Parking	Wholly Object	Like most of my neighbours, I am very unhappy with the proposal to remove so many existing parking places in Herbert Street. We depend on these places to park near our homes, to receive visitors, who will not know the surrounding area, and most especially to accommodate tradesmen -- plumbers, electricians, decorators, piano tuners and many more -- who need to park close by, needing access to their tools. In practice, builders and others will have to park in Herbert Street to unload tools and materials, so they may as well be allowed to stay there, occupying the currently available space on both sides of the street. The drastic reduction in parking space proposed is quite unnecessary and will cause very significant problems for residents. Please accommodate us by adopting a more flexible approach. It is unlawful to apply a general policy without consideration of special circumstances applicable to the particular case: the existence of a standard policy is no excuse for ignoring our request for flexibility.

					<p>Given the above observations, it is clear that the ideal solution for parking in Herbert Street is the introduction of a residents' parking scheme that preserves all the spaces on both side of the street, apart from the single space just outside Number 6, as mentioned above. Notwithstanding the fact that bin lorries and emergency vehicles can and do traverse the full length of Herbert Street on a regular basis, it is my understanding that concerns about such access, which are alleged to arise from the narrowness of the street, mean that the councils own rules prevent it from marking out residents' parking bays on both sides of the street.</p> <p>Setting aside the illogic of such Kafkaesque reasoning, an alternative solution to providing residents-only parking on both sides of Herbert Street, which does not break the council's own rules, would be to make the street a Permit Parking Area (PPA), as is the current proposal for George Street. Since, at its narrowest point, the width of George Street between its single row of parked cars and the opposite kerb is narrower than the space between the two rows of parked cars on Herbert Street (apart from at the 'pinch point' discussed above; I have measure this - perhaps you should too), then the argument regarding access cannot be relevant to the decision by the council not to allow Herbert Street also to be a PPA. What, then, is the reason for this decision? Could you please enlighten us?</p> <p>What the currently proposed scheme instead advocates is the unnecessary removal of more than half of the existing parking spaces on Herbert Street, with no parking at all on the even side. This reduction will lead to substantial inconvenience for residents of the street, who will, on average, be forced after every other journey to seek alternative parking on 'adjacent' streets, many of which are, in fact, quite some distance away. This will be especially problematic for the more elderly residents of Herbert Street, of which there are many, who moved into their houses with the expectation that they could park on their own street. Moreover, with an eye on the future, how will residents on the even side of Herbert Street be expected to home-charge electric vehicles if all the parking spaces are only on the odd side of the street? I very much doubt that the access issues which seem so important to the County Council will be improved by residents lying electrical cables across the street.</p> <p>A further serious failing of the proposed scheme is that residents parking is provided only during the hours of 9.30am-3.00pm. The end of this period is far too early for it to be of any practical use whatsoever. At the very least, this period should be extended to 6.00pm (better still 8.00pm) to allow for residents to return from work, or from picking up children from school, and have a chance of finding a parking space before non-residents are able to park. Given the large number of shops, wine bars, public houses and restaurants on Mitcham's Corner, allowing non-residents to park from 3pm is an open invitation to them to drive into the city, thereby causing noise and pollution, to park in the Ascham parking zone for free in order to visit Mitcham's Corner or even the centre of the city during from late afternoon onwards. If the proposed residents-only parking hours of 9.30am-3pm were to be combined with a reduction by one-half in the spaces in Herbert Street, it is unlikely that residents returning from work or the school-run will ever be able to find a parking space in their own street. For all the above reasons, the proposed scheme is therefore unacceptable, particularly given the alternatives available, such as instituting a PPA. Indeed, the proposed scheme constitutes a considerable worsening of the parking situation relative to the status quo, which would be preferable to the proposed changes despite still allowing non-residents also to park in the street. I therefore implore the County Council to reconsider these proposals, which constitute the imposition of the will of a few remote County Councillors, who know nothing of the practicalities of parking on Herbert Street, on the lives of its residents. These proposals will severely and adversely affect the daily lives of people living in Herbert Street and should not be allowed to proceed.</p>
50	04/12/2024 17:39:42 +01:00	Resident	Parking	Wholly Object	<p>Dear Cambridgeshire County Council,</p> <p>I am contacting you to object in the strongest possible terms to your proposals to introduce a residents' parking scheme for Herbert Street. The plans will inconvenience Herbert Street residents who want to park their cars on their own street and will add stress and anxiety especially for more elderly residents [REDACTED] [REDACTED] expected to be able to park close to where I live and this proposal is therefore very worrying.</p> <p>In your document entitled 'PR0998 Statement of Reasons' you state that the Authority's reasons for proposing to make the above named Order(s) are:</p> <p>i.For facilitating the passage on the road or any other road of any class of traffic (including pedestrians). ii.For preserving or improving the amenities of the area through which the road runs.</p> <p>The proposals do not achieve these aims and indeed make the current situation far, far worse. There are many reasons why so many residents such as myself are in despair about these proposals including the following.</p> <ul style="list-style-type: none">· Loss of parking for those residents who offer critical services.· This reduction will lead to substantial inconvenience for residents of the street, who will, on average, be forced after every other journey to seek alternative parking on streets some distance away. This will be especially problematic for the more elderly residents of Herbert Street, of which there are many, who moved into their houses with the expectation that they could park on their own street.· We shall have to pay a fee with no guarantee of a parking space.· Electrical work has only just been completed for the building of charging points for electric cars in the future – how will this work with the proposals? It may actually be impractical on the evens side as you would need to run a cable across the street even if you could get a space.

					<ul style="list-style-type: none"> · Will simply shift problems for parking elsewhere. I understand that County policy says that the design of resident zones must avoid cars relocating nearby: this obviously fails that test. · Parking capacity will be inadequate (loss of more than half of the current parking spaces). · Residents may not use their cars for fear of losing their parking space. · An alternative solution to providing residents-only parking on both sides of Herbert Street, which does not break the Council's own rules, would be to make the street a Permit Parking Area (PPA), as is the current proposal for George Street. At its narrowest point, the width of George Street between its single row of parked cars and the opposite kerb is narrower than the space between the two rows of parked cars on Herbert Street. Is PPA not a possibility and if not why not? · It should be obvious to anyone considering the proposals that residents of Herbert Street will be affected more than anyone. Yet the direct experience of Herbert Street residents with regard to the practicalities of parking on the street has not been sought. We have many useful suggestions to offer and would welcome a dialogue. · There are a large number of non-residents who also use the street to park every day, both on weekdays and at weekends. This leads to a considerable shortfall in parking spaces for residents typically during the hours 8am-6pm. A serious failing of the proposed scheme is that residents parking is provided only during the hours of 9.30am-3.00pm. The end of this period is far too early for it to be of any practical use. At the very least, this period should be extended to 6.00pm or later to allow for residents to return from work etc and have a chance of finding a parking space before non-residents are able to park. · If the double yellow lines here were simply extended (in front of number 6) to remove one space, the access problems on Herbert Street would be reduced significantly. Access in Herbert Street, either for bin collections or emergency services is achieved currently and bin lorries even reversed all the way down the street to Number 6 each week. I understand that during a previous consultation fires services have also supported the introduction of access via collapsible bollards at the end of the street. · By removing parked cars on one side of the street it is likely vehicle speed will increase, leading to more noise for residents living on a quiet street and danger to pedestrians and cyclists. · Putting parking bays along the even side of Herbert Street would accommodate several more cars than on the odd side. But for some inexplicable reason it has been decided have bays on the odd side only. <p>Residents will suffer greatly if this inconsiderate proposal is allowed to progress in its current state. The proposals will make daily life more stressful and difficult for people living in Herbert Street and should not be allowed to proceed.</p>
51	10/04/2024	Resident		Wholly Object	<p>I am contacting you to object in the strongest possible terms to your proposals to introduce a residents' parking scheme for Herbert Street. The plans will inconvenience Herbert Street residents who want to park their cars on their own street and will add stress and anxiety especially for more elderly residents [REDACTED] [REDACTED] expected to be able to park close to where I live and this proposal is therefore very worrying.</p> <p>In your document entitled 'PR0998 Statement of Reasons' you state that the Authority's reasons for proposing to make the above named Order(s) are:</p> <p>i. For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).</p> <p>ii. For preserving or improving the amenities of the area through which the road runs.</p> <p>The proposals do not achieve these aims and indeed make the current situation far, far worse. There are many reasons why so many residents such as myself are in despair about these proposals including the following.</p> <ul style="list-style-type: none"> · Loss of parking for those residents who offer critical services. · This reduction will lead to substantial inconvenience for residents of the street, who will, on average, be forced after every other journey to seek alternative parking on streets some distance away. This will be especially problematic for the more elderly residents of Herbert Street, of which there are many, who moved into their houses with the expectation that they could park on their own street. <ul style="list-style-type: none"> · We shall have to pay a fee with no guarantee of a parking space. · Electrical work has only just been completed for the building of charging points for electric cars in the future – how will this work with the proposals? It may actually be impractical on the evens side as you would need to run a cable across the street even if you could get a space. · Will simply shift problems for parking elsewhere. I understand that County policy says that the design of resident zones must avoid cars relocating nearby: this obviously fails that test. · Parking capacity will be inadequate (loss of more than half of the current parking spaces). · Residents may not use their cars for fear of losing their parking space. · An alternative solution to providing residents-only parking on both sides of Herbert Street, which does not break the Council's own rules, would be to make the street a Permit Parking Area (PPA), as is the current proposal for George Street. At its narrowest point, the width of George Street between its single row of parked cars and the opposite kerb is narrower than the space between the two rows of parked cars on Herbert Street. Is PPA not a possibility and if not why not? · It should be obvious to anyone considering the proposals that residents of Herbert Street will be affected more than anyone. Yet the direct experience of Herbert Street residents with regard to the practicalities of parking on the street has not been sought. We have many useful suggestions to offer and would welcome a dialogue. · There are a large number of non-residents who also use the street to park every day, both on weekdays and at weekends. This leads to a considerable shortfall in parking spaces for residents typically during the hours 8am-6pm. A serious failing of the proposed scheme is that residents parking is provided only during the hours of 9.30am-3.00pm. The end of this period is far too early for it to be of any practical use. At the very least, this period should be extended to 6.00pm or later to allow for residents to return from work etc and have a chance of finding a parking space before non-residents are able to park. · If the double yellow lines here were simply extended (in front of number 6) to remove one space, the access problems on Herbert Street would be reduced significantly. Access in Herbert Street, either for bin collections or emergency services is achieved currently and bin lorries even reversed all the way down the street to Number 6 each week. I understand that during a previous consultation fires services have also supported the introduction of access via collapsible bollards at the end of the street. · By removing parked cars on one side of the street it is likely vehicle speed will increase, leading to more noise for residents living on a quiet street and danger to pedestrians and cyclists. · Putting parking bays along the even side of Herbert Street would accommodate several more cars than on the odd side. But for some inexplicable reason it has been decided have bays on the odd side only. <p>Residents will suffer greatly if this inconsiderate proposal is allowed to progress in its current state. The proposals will make daily life more stressful and difficult for people living in Herbert Street and should not be allowed to proceed.</p>
52	29/03/2024	Resident		Wholly Object	<p>I wrote earlier to express my objections to the proposals for making Herbert St CB4 "1 side only parking". I understand that many of my neighbours have submitted similar objections, and many more will do so before the deadline. Please STOP this plan. It's nonsensical. It will benefit nobody other than people who chose to dump their cars in Herbert St to head off into Cambridge. All residents will be massively disadvantaged - quite a few are stressed out and thinking of selling - their family won't be able to get a space to visit, and they themselves will have to walk back to their homes, having (if lucky) found a space at a distant street. PLEASE STOP THIS PROPOSAL NOW. -as a matter of urgency, safety and wellbeing for all residents of Herbert St.</p>

53	10/04/2024	Resident		Wholly Object	<p>Finding a parking space in Herbert Street is often difficult, and has been for many years. You only need to visit the street or try and park your car here to find out. When residents’ parking was first suggested I imagined that it would provide adequate parking spaces for all residents in the street that have cars. Some properties may have more than one car if the property is divided into flats. The proposal would provide less than half the parking spaces that we currently have because parking will only be permitted on one side of the street. There will be even fewer places available because parking on Milton Road has been removed to make way for the cycle ways.</p> <p>I have been told that residents would be able to park in other streets that are part of the ‘Ascham’ zone. [REDACTED] She may not finish a shift until 9 or 10pm, or later if she has to go to a [REDACTED] She can not be expected to try and find a place on some other street (e.g. Gurney Way) and walk home to Herbert Street in the dark at that time of night. There are often suspicious people hanging around the back of the Co-op or the alleys at the other end of the street. Making her park elsewhere is a potential safety issue for her. It is too far for her to cycle to work and back (especially in cold/bad weather) and she can not be expected to travel on the bus on her own late at night.</p> <p>I don’t believe that there would be adequate parking elsewhere for the spaces lost on Herbert Street. It would be difficult for residents to carry their supermarket shopping all the way from Gurney Way or Chesterton Hall Crescent to Herbert Street especially if they are older or if they have small children.</p> <p>The bin lorries manage to come down the street although it can be tight at the Milton Road end, perhaps a couple of parking spaces could be lost on that corner to make things easier, but not loosing half of the parking spaces as suggested in the proposal.</p> <p>The residents’ parking in the De Freville area is 9am to 5pm, but that does not help residents who need a place to park when they come home from work.</p> <p>I find the proposal completely unacceptable, and I believe that most residents would agree. It would make what is already a difficult situation significantly worse and we will have to pay for it. Who will benefit from these proposed changes, certainly not us. Why can we not have residents’ parking on both sides of the street ? I understand that there may be rules, but surely exceptions can be made if the changes are detrimental to residents. We have lived in our house on Herbert Street [REDACTED] and there has always been parking on both sides. Although the current situation is not ideal it would be far better than the proposed changes. Please keep things as they are, or provide residents’ parking on both sides of the street.</p>
54	10/04/2024	Resident		Wholly Object	<p>I would like to register my disquiet with the proposed Residents' Parking Scheme update for Milton Road area, Hurst Park Estate, and neighbouring streets, particularly with reference to Herbert Street and Springfield Road.</p> <p>It is generally expected that Residents' Parking schemes improve the lives of residents, but this proposal does not:</p> <p>* Herbert Street has sufficient parking for residents within its current configuration. At present, non-resident commuters hover in their cars in the mornings to take up spaces during the day to go to work, or even park longterm to go away on holiday, so to eliminate this aspect through a residents' only scheme would be an advantage. However, to remove half of the spaces at a swoop creates a huge headache for residents, and merely pushes the problem out to another area.</p> <p>* Most residents live in Herbert Street to take advantage of the ability to walk or cycle, and reduce car use. However, there are times when a car is vital, such as mothers with small children who have to shop, people who are very ill or with mobility issues, shift workers returning late at night, presenting safety issues in a phase when current public transport is inadequate or not feasible. To penalise residents is a poor strategy in the quest to reduce car use in Cambridge.</p> <p>* The proposed timing of the scheme from 0930-1500 hours is illogical and does not help residents at all. It should be extended to mirror schemes elsewhere in Cambridge, i.e. 0800-1800hrs, or 0900-1700hrs, to offer residents the ability to park outside these hours easily.</p> <p>* There is no detailing of how compliance with the proposed scheme would be implemented - to date, a traffic warden is never seen in Herbert Street, and non-residents park carelessly creating pinchpoints and traffic headaches with wearisome frequency. Would the scheme even be effective?</p> <p>* As residents of Herbert Street, [REDACTED] I have attended the Public Consultation and read the Council literature. Along with many others, we have been disheartened by the lack of imagination of how this will affect residents in the area, and inaccurate-looking literature. The Ascham Road scheme was parroted as a local success, but many of the homes in this area have a driveway. In addition, the maps used to denote proposed bay placement etc show bays across driveways in Chesterton Hall Crescent.</p> <p>Please reconsider the details of this drastic scheme,</p>
55	09/04/2024	Resident		Wholly Object	<p>I wish to register my formal objection to the above proposed TRO.</p> <p>I am a resident of Herbert Street where more than half the current number of parking spaces are due to be removed.</p> <p>The proposal will not ‘preserve or improve the amenities of the area through which the road runs’. In fact it will do the opposite. It will remove amenities (ie parking) for residents.</p> <p>From what I understand from neighbours there is a groundswell of opinion against the proposal from the very people it is intended to benefit.</p> <p>It seems obvious most car users in Herbert Street will be forced to park some distance away from their homes - something which currently happens to an unlucky minority.</p> <p>How many parking spaces will be available in the whole of the area proposed for the scheme?</p> <p>Does the number accommodate the number of vehicles currently parked within the scheme boundaries?</p> <p>I am astounded that three passes are to be available per household - given there are around 60 properties in Herbert Street that means around 180 vehicles in theory. Is it confirmed this number of vehicles could be parked daily within the boundaries of the scheme?</p> <p>I believe this scheme to be poorly thought out and to fly in the face of Herbert Street residents. It will make parking and amenities worse for us.</p>
56	31/03/2024	Resident		Wholly Object	<p>I live on Herbert Street, I can’t quite see from the drawing of the proposal is limiting parking TO ONE SIDE OF THE STREET ONLY. If this is the case, and if you are allowing residents to be able to have 3 parking permits, then only a few people will ever be able to park.</p> <p>This road is absolutely fine for double parking, the only thing that needs changing is the corner at the top of Herbert street and the narrowing at the bottom. Parking should not be possible there, otherwise, please allow people who live here to be able to park.</p> <p>[REDACTED] the last thing I need is to come home with supplies and not be able to park. I’m not the only person in the road with [REDACTED]</p> <p>Yes, I agree, people who do not live here should not be parking here, but please do not limit our parking to one side of the street only, this would be a disaster.</p>

57	01/04/2024	Resident		Wholly Object	<p>██████████ We love Herbert St, and Cambridge in general. Among the many aspects we enjoy of our neighborhood, we appreciate the access to parking on our street, and as we were assured by the previous owners, we have fine-tuned our parallel parking skills.</p> <p>It's come to our attention that the previously rejected plan to implement a Residents Parking Scheme with reduced parking to only one side of the street, is being considered again. We strongly oppose changes from the status quo that would result in considerably reducing the number of available parking spaces.</p> <p>While we understand the concerns about access to the street, we think that in practical terms they are entirely removed from reality and do not take into consideration the lived experience of residents. If the council is set on making changes, we propose the following:</p> <p>1.) Address the choke point at the bottom of Herbert Street. On the east side of the street, in front of house #6. Here the street becomes narrower. The occasional choke point could be resolved by extending the double yellow some 6-18 feet (effectively reducing by one car length). ██████████</p> <p>██████████ feel as well qualified as anyone in terms of observing the day-to-day traffic and occurrences at this spot. Slightly extending the double yellow line will resolve this minor issue.</p> <p>2.) Retractable bollards by the Co-Op: This would allow additional access for emergency vehicles if it were ever necessary.</p> <p>Please do NOT reduce the parking to just one side of the street.</p> <p>Our primary objections (although this full list is much longer) are:</p> <p>1.) Halving the number of available spots is impractical: ██████████ with the understanding that the street was narrow but it had roughly the number of parking spaces equal to the number of houses on the street. There are 56 homes on Herbert Street, and approximately 60 parking spaces. Reducing this to half, by restricting parking on one side of the street will create chaos, parking animosity, and extremely unnecessary inconveniences. Why create a problem where there is not one?</p> <p>2.) Access to elders and young parents: If elders have to walk to park on other streets because they can't find parking on their own street, not only does it create the massive inconvenience of driving down and back up Herbert St., unsuccessfully looking for a spot to then circle to another street... but they then have to walk potentially several streets to get home. This is the same for young parents. ██████████ and we've just gone to the shops, how are we supposed to safely carry the items and ██████████ from another street? This could create a massive safety and inconvenience issue involving multiple repeat trips back and forth from the car to our house, carrying ██████████ in one hand and the items in the other.</p> <p>3.) Timing for residents parking: The proposed 9:30am-3pm. This would only minorly reduce non-resident or commuter parking. It ends too early to ensure parking for residents who are returning from work or picking up children at school. In short, it further adds to a potential problem, where one does not currently exist.</p> <p>Please do not make changes to Herbert Street which will reduce the number of parking spaces currently available (aside from the one choke point mentioned above).</p>
58	09/04/2024	Resident		Wholly Object	<p>I am writing in response to the recent proposals for Herbert street Cambridge ██████████</p> <p>We have lived here ██████████ and are very unhappy with the proposed plans for parking on one side.</p> <p>I am making the objection on the grounds of safety and the knock on effect and stress this is going to cause our daily lives.</p> <p>Having to park miles from the house on a regular basis and having the uncertainty of never knowing where we will park is going to be stressful.</p> <p>██████████ and it will mean at the end of the day driving around to find a space and then walking home in the dark to the house. This feels unfair and not satisfactory.</p> <p>Also we feel this is going to create stress with the neighbours and the chance of ever getting a work man in, in the future.</p> <p>We are not happy with this decision and it is not what we want in the whole street. Many neighbours are extremely unhappy this is being forced on us.</p>
59	11/04/2024	Resident		Wholly Object	<p>I am a resident of Herbert Street and writing you with some concern about the proposed residents parking scheme that you intend to bring into force. My concerns are:</p> <p>1. ██████████ - I am worried about safety, especially in the winter months when it gets dark early and is dark in the mornings. If I cannot get parking on Herbert Street then each morning and evening of the school term, I will have to walk, ██████████ in the dark to our house on Herbert Street. I do not feel secure and comfortable about this and it is already causing me quite a lot of anxiety.</p> <p>2. Today, we have just returned from visiting family in London and I have unloaded my bags. - it has taken me about 30 minutes as although I was able to park on Herbert Street, I was not able to park near my house. How much longer would this have taken me if I had to park on another street?</p> <p>3. I feel you are going to be charging me for the privilege of not being able to even park on my street.</p> <p>4. Finally - as ██████████ I feel our property prices will drop. Who will want to buy a house on a street where they cannot even park their car?</p> <p>My main concern is the first one - safety, which I do not think you have considered. Why is it not possible for residents parking to exist on both sides of the street - refuse and emergency vehicles have accessed the road whilst we have not had residents parking. I say this as a resident of the street for ██████████ Have you looked at multiple car ownership to see if something can be done about not parking more than one vehicle on the street?</p> <p>I am very concerned about the safety aspect and am happy to speak to you further should you wish to do so.</p>
60	12/04/2024	Resident		Wholly Object	<p>I wish to register my formal objection to the above proposed TRO.</p> <p>I am a resident of Herbert Street where more than half the current number of parking spaces will be removed.</p> <p>The proposal will not 'preserve or improve the amenities of the area through which the road runs'. In fact it will do the opposite. It will remove amenities (ie parking) for residents.</p> <p>Most car users in Herbert Street will be forced to park some distance away from their homes - something which currently happens to an unlucky minority.</p> <p>We will be excluded from parking on streets closest to Herbert Street – the Defreville area.</p> <p>Can you give us the results of your residents' survey which would give an indication of how many parking spaces will be available in the whole of the area proposed for the scheme?</p> <p>Does the number accommodate the number of vehicles currently parked within the scheme boundaries?</p> <p>Three passes are to be available per household is far too many given there are around 60 properties in Herbert Street that means around 180 vehicles in theory. Is it confirmed this number of vehicles could be parked daily within the boundaries of the scheme?</p> <p>I believe this scheme to be poorly thought out and to fly in the face of Herbert Street residents. It will make parking and amenities worse for us.</p>
61	10/04/2024	Resident		Wholly Object	<p>I am writing to you to strongly object to the proposal by Cambridgeshire County Council that we acquire residents parking on Herbert Street, here in Cambridge. Remember that Herbert Street here in Cambridge is a terraced street with no off road parking at all.</p> <p>If you do not read the small print and examine the map carefully attached to the proposal sent to us, you might at first think that this could be a very good idea, parking just for residents in our street. However, on close inspection, there will be a considerable reduction in parking spaces available to such a degree whereby there will not even be enough spaces for everybody living in this street, never mind their family and friends who may visit from time to time.</p> <p>We have lived at ██████████ Herbert Street for ██████████ and I have never had a problem parking in the street. Whatever time I come home, day or night, I find a space close to our house.</p> <p>Of note ██████████ I often come home late in the evening, or in the night, ██████████ so I need to be assured that the present arrangements do not change, in relation to parking close to home when it is dark and quiet to protect my safety.</p> <p>Please respond to my email at your earliest convenience to inform me of what I should do to have my objection taken seriously.</p>

62	10/04/2024	Resident		Wholly Object	<p>I am writing to formally object to the proposed TRO associated with Herbert Street and Springfield Road.</p> <p>The plan to remove more than half the parking spaces will have a large negative impact for the residents. We already struggle to find parking, so we need more spaces, not less. I'm struggling to see the benefits to anyone, Herbert Street is a dead end street, it's not going to improve traffic flow as there is no traffic, it's not going to improve access to amenities as there are no amenities to gain access to, it's a dead end road.</p> <p> often finishing late at night, if these proposed changes go ahead, this would mean would have to park far away from home and walk in the dark, as a female this is not going to be safe.</p> <p>As a tax payer, I'd like to think that the opinions of the residents would be taken into account when it will have such an effect on them. In the case of Herbert Street and Springfield Road, these changes serve no benefit only inconvenience and potential safety issues late at night.</p>
63	04/12/2024 10:38:25 +01:00	Resident	Parking	Wholly Object	<p>I would prefer that this resident parking was not progressed. These roads are part of the public highway and should be available for anyone to park on. Residents on the whole have front gardens so have the luxury of off road parking. Sensible and considerate parking instead should be encourage - probably by simple road markings / double lines / drive way markings etc. The idea of using valuable resources for lots of signage is grotesque. Longer term planning will hopefully leave this scheme redundant but we will be left with ugly signage which will then be added to land fill or recycled at best. Waste of money.</p>
64	04/12/2024 22:15:45 +01:00	Resident	Parking	Wholly Object	<p>In my view the local authorities should use their limited resources to improve the condition of the roads in this area rather than increase the cost to the residents for using them.</p> <p>If this scheme does go ahead, my view is that the authorities should ensure that lighting, signage, paintwork and street furniture are subtle, limited and small scale, such that light pollution is minimised and the overall uncluttered aesthetic of the street - which is well established and cared for by residents - is retained.</p>
65	04/12/2024 14:17:09 +01:00	Resident	Parking	Wholly Object	<p>I understand that the desire of the residents' parking is to discourage commuters from parking in the streets for the whole day. I would therefore urge the Council to consider shortening the hours so that it prevents people from parking at the beginning of the working day (for example, 8.30 - 10.30am or 8.00 - 10.00am). This will stop commuters being able to access day long parking while also allowing residents with elderly or disabled family members or visitors, contractors, businesses, to park more flexibly without the added financial burden on residents to provide parking permits for them.</p> <p>It is important that parking provision is made for any businesses in the area. We are one of the few areas in Cambridge where independent businesses are sited and we do not want to risk them going out of business.</p> <p>I do want to state that I fundamentally disagree with the concept of residents' parking whilst the public transport provision is both so expensive and unreliable. It penalises those who cannot afford to live in Cambridge, often in vital but poorly paid jobs. It pushes the problem onto adjoining streets (the areas where it is being introduced in this plan have suffered from increased on street parking because of residents' parking being introduced in the De Freville area and then subsequently Ascham Road/ Gurney Way areas.</p> <p>The Council needs to make better provision for what is an increasingly busy city which has made no allowance for its growth and therefore the pressure on public services. Free park and ride provision along with a Council owned bus service where the profit is put back into the service as in other metropolitan areas such as London needs to be considered as a priority. Running a public service for profit and charging extortionate fares is not effective. For too long, Cambridge residents' willingness to bicycle has allowed public transport provision to be ignored.</p>
66	03/29/2024 07:19:56 +00:00	Resident	Parking	Wholly Object	<p>I am concerned that a parking bay is drawn blocking my drive and that there will not be enough parking bays for residents and their guests. cannot walk far. I am concerned that not be able to park near my house when visits.</p>
67	03/18/2024 19:43:20 +00:00	Resident	Parking	Wholly Object	<p>The proposal is a reheat of a previous proposal that was submitted to us 1-2 years ago. Our family objects again for the same multiple reasons:</p> <p>i) there is no traffic or parking issue down Highfield Avenue</p> <p>ii) there is very little traffic issue on the Hurst Park Estate, and absolutely none at weekends and after working hours</p> <p>iii) we do not want to pay for parking (resident or visitor) when there is no parking issue to solve. This reduces the number of parking places available, costs us money and so makes no logical sense.</p> <p>iv) the plan forbids us from parking outside our house, even if the road is completely empty</p> <p>v) very often similar schemes to this one get stoked up by a vocal minority (eg the houses that live at the start of Hurst Park Avenue). A lot of other families in the area then get all the disbenefit of the proposed scheme before they realise what the minority have imposed on them. Please could there be a supermajority vote on this issue, as there will be a large portion of residents who do not want this scheme, but will not reposond (until too late). I know of a similar resident scheme in Cambridge (Long Road area) getting voted in by a very close majority, which the majority ended up regretting.</p> <p>vi) there are finite council resources. Please could you spend the money instead on mending the many holes in the roads (on the Hourst Park Estate and wider Cambridge area); these are very dangerous for cyclists and damaging to cars</p> <p>We would be grateful if you could stop asking about this proposal, and concentrate on more important matters for our community.</p>
68	04/12/2024 09:40:06 +01:00	Resident	Parking	Wholly Object	<p>I object to this scheme. There will be too many signs and paint on the streets making our neighbourhood look more urban. Further restrictions are not needed in our neighbourhood.</p>
69	04/05/2024 10:05:00 +01:00	Resident	Parking	Wholly Object	<p>I think the proposed scheme is unnecessary and would negatively affect the feel of the neighbourhood (traffic wardens, additional signage.)</p>
70	25/03/2024	Resident		Wholly Object	<p>I am writing to express my strong opposition to the proposed scheme. It is a financial burden in the cost of living crisis time. It will have negative social effects since friends and relatives will think twice about visiting us. This expense on top of the high council tax is not justified.</p>
71	03/28/2024 21:44:58 +00:00	Resident	Parking	Wholly Object	<p>There is always plenty of parking space available in the street, restrictions are unnecessary and will only be an annoyance for visitors.</p>
72	04/12/2024 18:36:14 +01:00	Resident	Parking	Wholly Object	<p>We object to this scheme on the grounds that so many spaces overall will be lost. Yellow lines can be used for the heavy areas in George St and the bottom end of Hurst Park rd.</p>
73	03/18/2024 11:22:59 +00:00	Resident	Parking	Wholly Object	<p>Despite my having notified the Highways Department on a previous occasion that I have a dropped kerb outside my house for vehicular access on to my property (for which permission was sought and obtained), I note from the map that a Residents Parking bay is to be situated along side my dropped kerb , if this proposal goes ahead.</p>
74	03/29/2024 07:39:01 +00:00	Resident	Parking	Wholly Object	<p>Residents Parking for Hurst Park Avenue Estate</p> <p>Strongly oppose</p>
75	04/04/2024 12:50:56 +01:00	Resident	Parking	Wholly Object	<p>I would not approve of double yellow lines this will cause issues for our visitors parking at the bottom of our drive. I understand them on the bend but not so far up the road. Whilst we have access to a driveway I do not understand making people who live in the street and do not have a driveway to pay for parking at their own property.</p>

76	12/04/2024	Resident		Wholly Object	<p>Objection Grounds</p> <p>I object on the grounds that I believe to achieve the objective of deterring congestion and improving aesthetics, the Scheme does not need to run for the long period of six hours, 9am until 3pm. I believe this is too long a time to restrict parking especially in the outer parts of Cambridge. In my opinion, it should be run over a shorter period of time, such as, the lunchtime hour eg 10 until 2pm. This would, in my opinion, deter commuter parking which is the main issue. By doing a shorter scheme, it would allow for short term visitors to use the road either to visit residents' or to use local amenities. In my opinion, the current scheme set up of daily visitor permits is expensive and onerous especially for those with no driveway or small driveways.</p> <p>In my opinion, there is no effective public transport system network in Cambridge and Cambridgeshire so people are still reliant on cars especially in outer Cambridge for some visits. This type of scheme will potentially deter visitors' who may wish to pop in on a resident, who need help or caring or otherwise, but only plan to stay a short time.</p> <p>Separate Comments</p> <p>I am also concerned about road safety regarding those entering or exiting their driveways and that there are proper sight lines allowed for those who have driveways. There is no information on how much allowance is being made around driveways. It is difficult to see from the drawings, but it seems the boundary delineating parking spaces in places seems to encroach either onto driveways or very close to... I am referring specifically to Highworth Avenue in this instance which is where I live and where the characteristics of the Avenue make it particularly challenging entering and exiting a driveway and road safety is an issue in my opinion.</p>
77	12/04/2024	Resident		Wholly Object	<p>I write to reiterate my objection to the Proposed Residential Parking Scheme -Milton Road Area.</p> <p>I am fundamentally opposed to the scheme. The long-standing threat of the scheme has already had the impact of causing increasing numbers of owners of houses to drop kerbs and park in front garden, degrading the appearance of the street and diluting its visual quality and also significantly reducing the amount of available on-street parking. The parking has been further constrained by overly wide white lines being painted in front of many properties with dropped kerbs.</p> <p>Although the claim is that there is overall support in the area for a controlled parking scheme I cannot but believe that the support is inherently dependant upon how the area is drawn. This proposal, like the current works to Milton Road (which may benefit cyclists, but no one else) is overly bureaucratic and does not provide the comprehensive solution that is needed. Leave things as they are.</p>
78	04/09/2024 18:45:44 +01:00	Resident	Parking	Wholly Object	<p>Sorry! This is my third attempt!</p> <p>Living at the bottom of Hurst Park Avenue I find that I and my immediate neighbours are not inconvenienced by commuter parking as we have adequate off road space. The cost and inconvenience of seeking permits would therefore not be offset by any advantage.</p> <p>Rather it will only deter family and friends from visiting (as I am detered from visiting family in London where similar schemes are in place)</p> <p>As for tradesmen and drivers!</p> <p>I also dislike the way it has become a political football in local elections setting neighbours against each other to garner votes on the doorstep.</p> <p>Please can you tell us the actual numbers?</p>
79	04/11/2024 17:47:04 +01:00	Resident	Other	Wholly Object	I think the scheme is unnecessary and will make iife more difficult for residents without significantly reducing car use. Frequent and reliable bus services would do much more to reduce car use.
80	03/29/2024 18:58:49 +00:00	Resident	Environmental	Wholly Object	I think the scheme is unnecessary. It will spoil the look of the Hurst Park Estate and cause extra problems for residents without providing any real benefits that I can see. We need to discourage car use and increase the use of public transport and the money spent on this scheme could be used in better ways to do this, like improving the bus service.
81	04/09/2024 14:55:40 +01:00	Resident	Parking	Wholly Object	This scheme is not necessary. It will cause difficulties to residents in terms of cost and inconvenience for visitors and contractors. The hours are unnecessarily long. 10.30- 2.30 would be sufficient to stop commuters and so free spaces for local parking. However a scheme such as that operating off Queen Edith's Way would solve parking. It involves use of single yellow lines with time restrictions and works perfectly to prevent commuter parking.

82	10/04/2024	Resident		Wholly Object	<p>1I am concerned about the inadequate number of residents’ parking bays; most houses on the estate have space for off-road parking but not all can increase this to accommodate tradesmen or visitors who currently park on the road. I assume that residents wishing to welcome visitors, tradesmen or carers will purchase visitors’ permits, but they will also have to find a vacant parking bay! Currently, parking on both sides of Hurst Park Avenue (with the exception of the stretch of road close to the junction with Milton Road) slows the traffic, much more effectively than a “20mph” sign. It does not obstruct emergency vehicles nor bin lorries. I suggest that, instead of the proposed plan which allows parking on only one side of Hurst Park Avenue, residents’ bays should be provided on both sides of the road as happens now. Each bay will bring in much-needed revenue for the Council in respect of residents’ and visitors’ permits.</p> <p>2Irrespective of the adoption of the above measure, in particular I suggest additional sites for parking bays near the worst affected houses, which would not in any way interrupt traffic flow. Our house, [REDACTED] Hurst Park Avenue, [REDACTED] As is clearly shown on your map, [REDACTED] [REDACTED] have very restricted vehicle access to the front gardens. Uniquely on this estate this means that the front gardens of these properties cannot be adapted to allow for a visitor /tradesman parking space. Therefore your proposals would put these three houses at a significant disadvantage in comparison with the rest of the estate, despite space being available for additional bays which we or our visitors could use.</p> <ul style="list-style-type: none">•There is space to park a small car outside no 91 where, because of the wide road at the corner, such parking does not obstruct the traffic. I have inserted a photo which shows that a useful carparking space can be placed here without occluding either the garage drive [REDACTED] although I agree that there would not be space for a long vehicle. On your map it is marked as “no waiting at any time”, which is unnecessary.•There is also plenty of room for a parking bay on the quadrant opposite, again without affecting traffic flow – currently this space is almost always in use by visitors or tradesmen. I have circled these two sites (very approximately!) on the third image.•also please note that your map seems to indicate double yellow lines going across all the driveways for [REDACTED] Hurst Park Avenue whereas I assume the driveways will be marked off as such with white bar markers in the usual way. <p>3Thirdly I express my concern regarding Leys Road. The map shows it as the only road on the estate where parking bays will be provided on both sides of the road. Currently, parking on both sides of Leys Road, allowing only one car at a time to pass, means that vehicles approaching Arbury Road delay vehicles trying to turn off Arbury Road into Leys Road, which seems to me to be potentially dangerous. On every other road in the estate delays to the traffic flow are much less of a problem and indeed welcome, and yet on the other roads you have restricted the parking to one side only! I would be very interested to know the rationale for this; it seems counter-intuitive.</p> <p>4Fourthly, I am concerned about the lack of short-term parking for customers of the shops on Milton Road, near the corner with Arbury Road . We value our local shops which we visit most days on foot or by cycle, and do not want to lose them! Could short-term bays be provided on Arbury Road or Highworth Avenue for example?</p>
83	09/04/2024	Business		Wholly Object	<p>I am writing to give my objection and reasons for objection to the proposed residential parking scheme (PRO 998) for Hurst Park Avenue, Cambridge.</p> <p>[REDACTED]</p> <ol style="list-style-type: none">1.A very large proportion of [REDACTED] patients need their cars to drive to their appointments [REDACTED] A significant number of them are elderly and are not able to stand waiting for buses to and from the park and ride.2. Most of [REDACTED] staff live outside Cambridge and many work late. Again, they do not want to be adding hours to their days taking buses to and from Park and Ride. <p>There is no shortage of [REDACTED] jobs outside Cambridge, so they will not hesitate to leave if they are unable to park near to their work [REDACTED]</p> <ol style="list-style-type: none">3. If patients are unable to reach [REDACTED] and staff leave, there may be another lost business and healthcare provider in the area.4. Most of the houses in Hurst Park Avenue already have garages and drives so I do not see the need for them to have on-street parking all to themselves too. <p>I am hoping that there will be consideration made for the patients and staff at [REDACTED] and that something can be sorted out.</p>
84	14/04/2024	Resident		Wholly Object	<p>We are writing to strongly object to the Residents Parking scheme proposed for the Hurst Park Estate (Hurst Park Avenue, Orchard, Leys, etc).</p> <p>We object on the following grounds:</p> <ol style="list-style-type: none">(1) Hurst Park Avenue and the area does not need its parking protected during the hours of 9am - 3pm. Many have off-street parking. Those who drive to work have left by 9am and do not return until after that time. If it must be implemented, could the restricted hours be even narrower? Even 1 or two hours.(2) Restricting parking will adversely affect important services — the local dentist, child daycare centre, primary school, doctors surgery and other important services have people commuting and our neighbourhood welcomes their parking and walking to work in these local service businesses. Restricting this sort of flexibility makes it more difficult for people to take these jobs.(3) Unnecessary cost and admin - the council does not need to spend the money adding line markings, signs, etc, and homeowners do not need to spend unnecessary money and deal with unnecessary admin. This is not a good use of government tax money, nor is it proper care of your local community.(4) Negative aesthetic impact - the Hurst Park Estate and the area is a neighbourhood that takes pride in the “feel” of the neighbourhood. There are groups that care for common areas, weeding and planting flowers. Adding parking lines and warning signs throughout the neighborhood will negatively impact the feel of this historic estate.(5) Inadequate communication and consultation - we have not had an opportunity to hear the details of the initial consultation and to speak as a community. <p>We hope that you will take this feedback — and other negative feedback — seriously and avoid this parking scheme.</p>
85	12/04/2024	Resident		Wholly Object	<p>As residents of Hurst Park Avenue [REDACTED] our household was NOT in favour of this scheme. We were told at a meeting last year that we would be "kept in the loop" of developments with the proposed scheme but have not had a chance to respond until now.</p>
86	11/04/2024	Resident		Wholly Object	<p>I do not want a residents parking scheme on Hurst Park Avenue. It will be of no benefit to me at all and I question who the real beneficiaries really are.</p> <p>It would be only an additional expense and hassle and also a deterrent to the vital visits from friends, family and tradesmen which I as an almost house-bound person increasingly rely upon.</p> <p>I have discussed it with neighbours and they agree.</p> <p>Please note my objection.</p>
87	03/22/2024 21:23:57 +00:00	Resident	Parking	Wholly Object	<ol style="list-style-type: none">1. This residents' parking scheme is unnecessary. This area does not have a problem.2. The scheme will reduce the number of parking spaces in the area.3. The scheme will involve residents in the unnecessary expense and hassle, of applying for permits. This is not fair on residents without driveways. (Here I speak of others. We are lucky to have a driveway). We will also have to apply for permits for guests, carers and workmen. Doubtless the costs will start low and then gradually go up, and up...4. It will clutter up the area with more signs and restrictions and make it feel less relaxed.5. Like all these schemes it will make the area feel much less friendly and welcoming to visitors and other outsiders, i.e. it will make the area more inward-looking.6. It will cost money to implement, money that could be better spent elsewhere. Councils are always saying they are short of money, so they should not WASTE IT. The one thing that DOES need fixing is the POTHOLES.7. This is a pleasant area. Please leave it that way.8. During implementation, the scheme will cause even more disruption than we have had to put up with for many months, with the Milton Road works!!9. In short, if it ain't broke, don't fix it!

88	04/12/2024 11:33:11 +01:00	Resident	Parking	Wholly Object	I am against this proposal on the basis that there is no real need for it and it will hav an adverse affect on local businesses. Parking restrictions will also have a negative impact on residents and their visitors, who will struggle to find parking places if it is implemented. If parking restrictions HAVE to be implemented they should be for a much shorter period such as two hours in the middle of the day – this would prevent commuter parking but have less of an impact for locals.
89	03/24/2024 11:44:42 +00:00	Resident	Parking	Wholly Object	<p>I am writing to express my strong objection to the proposed introduction of a parking permit system in the Milton Road area. While I acknowledge the importance of managing parking effectively, I believe that implementing a permit system at this time is unwarranted and would have significant negative consequences for residents and the community as a whole.</p> <p>Firstly, I would like to highlight that the current parking situation in Milton Road area is generally satisfactory. Residents and visitors have been able to find parking spaces without significant difficulty, and there hasn't been any compelling evidence presented to demonstrate a pressing need for a permit system. The new parking scheme reduces the number of parking spots and will likely create a parking problem. We loose our parking space on Orchard Avenue. It will be moved across the street to outside [REDACTED] Orchard Avenue. This is across their driveway. There will be no parking spaces that don't force [REDACTED] to cross the road to get to the house. This is on a blind corner where cars rat run at speed.</p> <p>Moreover, the financial burden imposed by the introduction of parking permits cannot be ignored. Many residents, including myself, rely on street parking, and the additional cost of purchasing permits would place an unnecessary strain on our finances. Calculations suggest that the annual expense of permits would be considerable, especially for those on fixed incomes or low wages.</p> <p>One of the most concerning aspects of the proposed permit system is the potential loss of parking spaces. Cambridge already faces challenges with parking availability, and reducing the number of spaces could exacerbate congestion and inconvenience for residents. Furthermore, businesses in the area rely on accessible parking for their customers, and any reduction in parking spaces could adversely affect their revenue and viability.</p> <p>Rather than implementing a parking permit system, I urge the council to explore alternative solutions to address any perceived parking issues. These could include, improving public transportation options, or incentivizing alternative modes of transportation such as cycling and walking.</p> <p>Additionally, it's crucial to consider the social equity implications of the proposed permit system. Such a system would disproportionately affect low-income residents who cannot afford the additional costs, exacerbating social inequalities within our community.</p> <p>Mulberry Close will stand to bear a heavy burden as they loose lots of spaces, whilst retaining their bays. These bays will be un permitted. Therefore the only unpermitted spaces in the local area. Right next to the shops. These houses mostly don't have driveways. Parking will become a massive issue here.</p> <p>I also have concerns about the transparency and inclusivity of the public consultation process leading to the decision to introduce the parking permit system. It's essential that the voices of residents are heard and considered in the decision-making process, and I believe that there has not been adequate consultation on this matter.</p> <p>In conclusion, I strongly urge the council to reconsider the proposal to introduce a parking permit system in Cambridge. This decision has significant implications for residents, businesses, and the community as a whole. I hope that alternative solutions can be explored, and that the concerns of residents are taken into account.</p> <p>Thank you for considering my objections.</p>
90	03/24/2024 11:45:16 +00:00	Resident	Parking	Wholly Object	<p>There is no problem with parking in my local area. I do not understand why we need to implement a permit system. Overall we will lose the total number of parking spaces near my house and we will have to pay for permit parking. With current cost of living crisis, this does not seem smart and will greatly impact low-middle income families.</p> <p>I would urge the council to rethink this scheme and focus on solving rat running and speeding of cars in the area. This is a much bigger concern and I experience weekly near miss accidents while cycling.</p> <p>If the plans are to progress, please consider more bays and redesign. The current permit plans have parking mostly down 1 side of road - this will increase risk of speeding cars.</p> <p>Please reconsider or remove this scheme.</p>
91	03/18/2024 18:43:15 +00:00	Resident	Safety	Wholly Object	Leys road is already used as a rat run. Reduced provision for parking will risk increasing the number of speeding drivers in the estate. If it proceeds it must come with traffic calming measures as well.
92	04/11/2024 10:53:05 +01:00	Resident	Environmental	Wholly Object	<p>I object to the proposed resident's parking scheme on the following grounds.</p> <ol style="list-style-type: none"> 1. From my perspective there is no serious parking issue in the estate. I live in Leys Road and parking is never a problem here even with a number of commuters parking during office hours, e.g. from the vets on Arbury Road. The locations commuters park that I can see are the end of Leys Road, the top of Mulberry Close and the bottom of Hurst Park Avenue. Of those, only Hurst Park Avenue is a problem which needs to be addressed. The solution is however not to impose a parking scheme on the entire estate. There must be a better solution for just this part of HPA, even if it's simply time limited parking restrictions in the part of the road. 2. The long term consequence of this scheme will be that all houses will use their front gardens for parking space. Front gardens will eventually all become paved which will result in a very significant loss of greenery, shrubery and plants of all descriptions from the estate. This will adversely affect the unique character of the estate. The latter is of great importance to residents as exemplified by the determined opposition to planning applications that will have a negative impact on the estate. 3. Incorporating the proposed scheme into the Ascham Road scheme is not a good idea. Parts of the Ascham Road scheme are much closer to the city centre and are thus designed to stop shoppers etc. parking in the area. The two schemes target different types of parking and are too dissimilar to be combined. A measure that is beneficial for Aschem Road may for example be quite inappropriate for Highfield Avenue. The scheme would be too large to be effectively asministered as one unit with the same rules across the entire area. If the scheme is introduced it must be a separate one in it's own right. 4. A cynical view would be to class the scheme as a money spinning measure. Parking outside one's own house which was free will now cost almost £70 per year, with guests attracting more costs. It is an unnecessary scheme that will cost money to install and administer, the bill for which will be footed by resident's themselves.

93	04/09/2024 19:47:37 +01:00	Resident	Parking	Wholly Object	<p>I strongly object to the proposed residents parking scheme on the grounds that:</p> <p>(a) there is no parking issue for residents that needs to be solved, especially since the marked reduction in commuter parking post covid</p> <p>(b) the number of parking bays planned is much lower than the current number of spaces used so the scheme will likely create new parking problems for residents</p> <p>(c) residents without a private drive are unfairly penalised with expensive permit fees to have tradesman and friends visiting as well as limits on the number of visitor permits.</p> <p>If the scheme does go ahead, please consider the following modifications to help residents without a private drive:</p> <p>1. Hours of Operation: the proposed hours of operation of 9.30-3.30 Mon-Fri will create a lot of inconvenience and cost to residents such as myself without private parking spaces (e.g. regarding tradesmen visiting to provide quotes). Operating hours of 10am-2pm would more than suffice to stop any commuter parking while making resident's lives much easier. I strongly urge you to reconsider this.</p> <p>2. Cost of Tradesman Permits: the cost of a current tradesman permit is excessive, especially for retired people on a pension. Furthermore, it seems that a tradesman coming to give a quote would not be eligible for the existing tradesman permit (as there will not be a job sheet to justify issuing a permit at that stage). Please reconsider this cost or reduce the hours of operation of the scheme.</p> <p>3. Insufficient Parking Bay Spaces Compared to Current Situation: the scheme will create parking problems for residents where there were none previously, since the number of proposed bays on Arbury Road and the Hurst Park Estate is vastly reduced compared to the number of spaces currently used. Given this scheme is supposed to benefit residents, it needs to provide sufficient spaces. We were told at the consultation meeting that the low number of parking bays near our house (on Leys Avenue near the junction with Leys Road is due to the need for them to be at least 10 metres away from a junction. However, Highway Code Rule 243 states that one cannot stop or park opposite or within 10 meters of a junction except in an authorised parking space. A resident's bay counts as an authorised parking space therefore it would be possible to increase the number of spaces by allowing leeway on this, especially since these are quiet streets with low levels of traffic. The 10 metre rule is not always applied in other Cambridge resident parking schemes (eg, De Freville scheme where bays are substantially less than 10 metres from a junction). Please reconsider this 10 metre rule on Leys Avenue near the junction with Leys Road and other junctions on the Hurst Park Estate. The area of road where we park our car (Leys Avenue near junction with Leys Road) will lose a third of its current spaces because of this unnecessary 10 metre rule.</p> <p>4. Individual Marked Parking Bays: please reconsider having individually marked parking bays in areas where more than 1 adjacent parking bay is planned. Instead, it would make more sense for the start and end of the parking zone to be marked, as this this allows for more cars to park (e.g. 3 small cars could potentially fit in an area previously marked as 2 individual larger bays). This would help create additional spaces which are badly needed</p> <p>5. Impact on Arbury Road/Milton Road Businesses: short-stay (e.g. 30 minute) free parking spaces on Arbury Road are needed near the junction with Milton Road for people using the local shops. We do not want to lose our local amenities due to lack of parking provision for their customers.</p>
94	17/03/2024	Resident		Wholly Object	<p>We have no need for the Residential Parking Scheme,as we do not have any problems Parking in Leys Road and this is during the ongoing milton road cycle and restrictive pedestrian path ways that are being constructed, all I see is a problem at Hurst Park Avenue, this has always been a problem at the milton road end due mainly to the dental practice, and Parking for employees of city that have migration from the other residents Parking Scheme, if restrictions were imposed on the Parking at that end of Hurst Park Avenue there would not be any parking as RESIDENTIAL ACCESS ONLY as this should be from both Hurst Park Avenue and Leys Road to stop the rat run which also causes congestion? [which has been a problem of late with milton road cycle and restrictive pedestrian paths.</p> <p>I see the Parking Scheme as a tax gathering for the council, and will go a little way to stop the congestion as this Scheme will cost us as a house hold over £100 + ,and I will use my vote this May election to choose the party or independent who can represent us in the way that should be not imposing taxes for the council to waste on these Scheme as with the milton road project.</p>
95	12/04/2024	Resident		Wholly Object	<p>COMMENTS AND OBJECTION</p> <p>I live at xx Leys Road, Cambridge [REDACTED] I write to make OBJECTION against the proposed traffic regulation order PR0998 with its associated map, affecting Leys Road, because they show a proposal to install two on-street car-parking places/bays where there is not enough room for them, outside the adjacent frontages of [REDACTED] Leys Road and the adjacent house [REDACTED] Leys Road.</p> <p>GROUNDS FOR OBJECTION</p> <p>The proposed two car-parking bays would at one end obstruct vehicular access to [REDACTED] open frontage and off-street parking at [REDACTED] Leys Road, while at the other end they would also obstruct access to the open frontage and off-street parking [REDACTED] at [REDACTED] Leys Road. There is not room for two parking spaces outside [REDACTED] Leys Road.</p> <p>Therefore I object, and request amendment of the proposed TRO and map, to avoid making the obstruction described above that would arise from implementing the proposal as it now exists.</p>
96	25/03/2024	Resident		Wholly Object	<p>I am a resident living in Maio Road ([REDACTED]) which is close to Arbury Road. I am writing to object the captioned proposal - PR0998. Indeed, it will cause inconvenience to the residents and more traffic.</p>
97	03/19/2024 23:05:10 +00:00	Resident	Parking	Wholly Object	<p>The rationale for this policy is not clear. The reasons given for the order being needed are not accurate nor relevant to the proposed scheme and appears to be a draconian attempt to manage a problem that is negligible and looks purely as an opportunity for the council to make extra money through another tax. A large majority of residents in the Milton Road area have off street parking. Where this is the case, residents do not need parking permits and such an order would only serve to give an affluent part of Cambridge such as Hirst Park Avenue a perk of keeping less affluent persons out of the area. These are also areas where much of the off street parking occurs due to multiple car ownership, not because of excessive visitor parking, so I don't believe the order would actually reduce the volume if cars currently parked. People in Cambridge have cars and should to be able to freely visit the area and park without fear of contravening excessive rules. Likewise trades people should be able to visit and work without resorting to complicated parking permits.</p> <p>There is a good argument that on main thoroughfares such as Arbury Road and near junctions on Milton road, parking restrictions should be in place as these routes should be kept clear for all road users. So I would argue that maintaining any off peak parking in the vicinity of Milton road , e.g., southern end of Arbury Road is a poor compromise. Keep the main thoroughfares and junctions free from parking and allow people to naturally park in other areas. I don't see this as an issue, if it even is an issue as one that is in need of such a drastic step. The consultation documents neither explain what the issue actually is, nor how the proposed outcome is going to solve it. Its not based on any evidence or at least none has been presented.</p>
98	03/21/2024 18:48:24 +00:00	Resident	Access	Wholly Object	<p>I stated in Category: Other because there are few of them: Parking / Traffic / Safety / Access / Disturbance / and environment in the area where I am living.</p> <p>The area where I am living already has many of those problems without adding new extra residents in Milton Road coming to use our parking / streets areas.</p>
99	03/18/2024 09:58:11 +00:00	Business	Parking	Wholly Object	<p>PR0998</p> <p>We [REDACTED] find the proposal ridiculous whilst all the works are going on on Milton Road. We would assume that nothing would be put into place until all the work was completed on the Milton Road work which has already inconvenienced us and the local area for many years. We use the top end of Mulberry Close for parking [REDACTED] (Mon-Fri) and have never had a problem with anyone at Mulberry Close. They in fact are very happy for us to park their and tell us when work is going on etc. [REDACTED] we would be happy to purchase parking permits etc for use. We feel that we are being pushed out of Cambridge [REDACTED] and are being forced to look into relocating out of the City.</p>

100	04/04/2024 11:14:26 +01:00	Resident	Parking	Wholly Object	<p>These are my views on the proposal. It is nothing more than a money grab, we have never had a parking problem on Milton Rd except for two days per year, Midsummer Fair Saturday and Strawberry Fair Saturday. We are now being subjected to the disruption and inconvenience of the seriously flawed GCP vanity project on Milton Rd which is not needed at all but gives the GCP a gateway for even more money to waste - scandalous!</p> <p>We are now expected to pay for any visitors that call [REDACTED] it will lead to even more isolation. As for trades people, I have been told by some that they don't need to take jobs in problem areas and that they won't carry tools and materials any distance. The few parking spaces that we had outside our properties on Milton Rd have been removed leaving only the roads opposite for our casual visitors to park on, we are now expected to pay for all visits, short or long, these visits are very often my older friends who visit for their own mental health support.</p> <p>If this scheme does go ahead then why should residents pay an annual fee or for every visitor every time they come? Give us free passes that last 5-10 years, saving you on admin and banking fees.</p>
101	04/12/2024 17:23:27 +01:00	Resident	Parking	Wholly Object	<p>At present, residents in Mulberry Close can generally park ok! So this seems to be creating, rather than solving a problem. It is too far from the city centre for people to use as free parking so seems to be an opportunity to raise money through parking permits, rather than anything else!</p>
102	04/12/2024 22:56:33 +01:00	Resident	Parking	Wholly Object	<p>I object to the additional expense involved for residents at a time when there is a real cost of living crisis.</p> <p>I am concerned that there will be ugly street signage involved, which will mar the environment of Mulberry Close.</p> <p>I am of the opinion that the proposed scheme is unnecessary for Mulberry Close, as there is not really a problem currently here.</p> <p>The proposed scheme will mean that Mulberry Close will lose some of it's car parking spaces.</p> <p>I am concerned that there will be an influx of cars being parked by non-residents of Mulberry Close, as other cars will be displaced from areas further afield.</p> <p>Mulberry Close is a private residential development, I am concerned that the private nature / status of Mulberry Close will be compromised by non local residents parking their vehicles here.</p>
103	04/12/2024 18:58:29 +01:00	Resident	Parking	Wholly Object	<p>Access for elderly residents unsatisfactory, especially late at night.</p> <p>Access for elderly visitors unsatisfactory</p> <p>Mulberry used as overflow parking is also unsatisfactory</p>
104	04/11/2024 13:38:45 +01:00	Resident	Parking	Wholly Object	<p>I am not in favour of the Milton Road area parking scheme because I believe it will cause more problems than it will solve.</p> <p>I am seriously concerned about the reduction of available parking spaces in Mulberry Close for residents, their visitors and trades people due to the introduction of the scheme and the excessive number of 'no waiting at any time' spaces. Currently drivers park in some of these areas safely and responsibly, leaving adequate access for emergency services and council refuse lorries. The reduction in parking spaces in this road and other roads in the scheme will make life very difficult for residents and their visitors in the evenings and at weekends because currently nearly every space is taken at these times. Many of these drivers vacate their spaces during normal working hours and these can then be utilised by people wishing to go to local shops and businesses and also by commuters who work in the city.</p> <p>I am also very concerned for the owners of the local shops and businesses as their clients will find parking more difficult than at present and may well take their trade elsewhere. The number of 2 hour free parking spaces on the plan will not meet demand.</p> <p>I am saddened that the introduction of the scheme will impact the beautiful green environment which we enjoy in our part of Cambridge with the installation of very obvious 'street furniture' in the way of signage and road markings. I am particularly disappointed that there will be double yellow lines along stretches of Mulberry Close opposite the private parking bays as no drivers park on these stretches, out of common sense and courtesy. Ironically, the 'no waiting at any time' section of Arbury Road, north of its junction with Leys Road, does not appear to be long enough for safety, particularly for drivers turning right out of Leys Road on to Arbury Road.</p> <p>I am very disappointed that no meaningful discussion was given to the operational hours being shorter, such as 9am-12noon which works well in areas such as Benson North, as this would have helped the Milton Road area shops and businesses, as well as residents having visitors and trades people at their properties. It appears that the 9:30am to 3pm time was set because the Ascham area already has that timing. I do not know the reason that the operational hours for Ascham could not have been altered.</p> <p>I object to paying for a residents parking permit and visitor permits as these are expensive and the fact that the number of visitor permits is limited per year is really disappointing because sometimes it is essential for residents to have trades people work on their property for several months at a time. As well as the additional cost for residents undertaking work to their property, due to having to purchase a high number of visitor permits, they could find that trades people simply do not wish to quote for work in areas of such stringent parking restrictions.</p>
105	04/10/2024 23:18:58 +01:00	Resident	Parking	Wholly Object	<p>[REDACTED] The City council has just given her a disabled badge. But there are NO Disabled bays near her house. Everything about these plans and especially the Parking discriminates against [REDACTED] a vulnerable, chronic ill, [REDACTED] year old. This plans are unworkable. [REDACTED] will have not choice to park on a yellow line or block in someone else to taker her there. She will not be the only person in this situation in the area. In fact I know of two others in the same close. It is absolutely Crystal clear that no Councillors care damn about older people in Cambridge. THIS IS DISCRIMINATION. Parking in Mulbery Close currently works for all residents so why change it? Also, my mum has no driveway to park a car on so those without driveways will suffer additional discrimination if these plans go ahead.</p>

106	04/04/2024 10:12:28 +01:00	Resident	Parking	Wholly Object	<p>We do not have a parking problem in Mulberry Close - any changes to the parking situation here would purely be a money making scheme by the council and would not reflect the interests of residents.</p> <p>Changing the parking to permit only would reduce the number of spaces available to Mulberry Close residents - thus creating a problem that currently does not exist. I do not feel that Mulberry Close residents have been fairly consulted in the process unlike residents from surrounding roads.</p> <p>If there are any commuters / visitors who park in this area - it's very few (if any) and does not affect us being able to park close to our homes. If these people do park on Mulberry Close to get to their workplace, for example the co-op on Milton Road, then they need somewhere to park. Preventing them from parking here would only cause them to park on a different residential road as there is not public transport that suits their early / late working hours.</p> <p>We are a respectful and responsible residential community who do not need to be told where to park our cars. I would be highly disappointed to see Mulberry Close have permit parking enforced.</p>
107	04/12/2024 17:15:14 +01:00	Resident	Parking	Wholly Object	<p>I'm really concerned that this proposal significantly reduces the available parking for residents of the close, including residents of Ellis House which is part of the close and has limited parking available.</p> <p>I'm unclear who benefits from this proposal or what current problem it seeks to address.</p>
108	04/12/2024 18:48:43 +01:00	Resident	Parking	Wholly Object	<p>There has been no transparency to the consultation process and the full results (on a street-by-street basis) have been withheld.</p> <p>I will be financially impacted by the proposed scheme and, as there is never a shortage of parking spaces in the Close, cannot see any potential benefits.</p> <p>Further, I believe that signage and bay-marking will be a visual blight on the neighbourhood.</p> <p>I object to the scheme.</p>
109	04/11/2024 09:48:26 +01:00	Resident	Parking	Wholly Object	<p>I wholly object to this proposal (reference PR0998) in the Milton Road area.</p> <p>Please cancel the TRO Order parking scheme and use the funds to repair the proliferation of potholes throughout Cambridge, before a cyclist is killed as a result of hitting one.</p> <p>Following Covid-19 period, traffic and parking issues have reduced greatly in this area. There are noticeably few cars. People are working from home more than ever.</p> <p>Fewer cars are parked in Hurst Park Avenue, with less traffic congestion in that road as well.</p>
110	04/12/2024 20:49:25 +01:00	Resident	Other	Wholly Object	<p>Dear Sir/Madam</p> <p>I am emailing in response to the Traffi</p> <p>I live in the Mulberry Close, within the Hurst Park Estate and feel strongly that a residence parking scheme never was needed in this area, parking is not a major issue in any of the street that make up the estate (Hurstpark Av, Highfield AV, Orchard AV, Leys Av, Leys Rd, Mulberry close and Arbury road). I regularly pass through the estate (by foot, bike and car) at different times of days and different days of the week and down different parts of the estate and at NO time are there ever a shortage of places to park. While the Arbury Rd end of Leys Rd can sometimes be full, this in my experience, is at evenings and weekends - so are residence cars, something the proposed parking scheme will actually make worse, not better. And while I can see that the Milton rd end of Hurstpark avenue can some times be full during the week, one only had to move up the road by a few car lengths to be able to find a space. The above remains true even with the disruption caused by the milton rd works currently and the impact on available parking.</p> <p>Furthermore, I don't believe the scheme has fully taken into account the nature and legal entity that is Mulberry close. The development of which was award winning in its time and built to nurture a community. By putting in residence parking, you will be pitting neighbors against each other, vying for the spaces on land that we own, which currently people simply use in a give and take way. Furthermore, I'm not at all sure those planning the residence parking have taking into account that the green is not council property - it is owned by the residence of mulberry close - and therefor it NOT somewhere you can simply just erect signage on - so I'm not at all sure how you plan to indicate the fact that it is residence parking.....</p> <p>It is my opinion, that the Hurstpark estate should NEVER have been included within the proposed residence scheme and that doing so has been done for some reason other than the need to protect residence parking. I therefor believe that the areas known as the Hurstpark estate (as detailed above) should be removed from the residence parking scheme. I believe it is also telling that the full breakdown of the consultation has never been provided despite being asked for. Instead an overall figure of over 50% in favor has been thrown around, but Id be willing to be this was not made up of replys for the Hurst park estate.</p>
111	04/12/2024 18:57:04 +01:00	Resident	Disturbance	Wholly Object	<p>Public transport is not good enough to support this proposal for workers in the area. Residents don't need the spaces during working hours. Parking problem is more of a problem on weekends when people are getting to town or church.</p>
112	04/12/2024 17:27:17 +01:00	Resident	Parking	Wholly Object	<p>Like parking situation as it is. Concerned that my Dentist and his staff at Hurst Park Avenue will have nowhere to park and have to close. Request minimal parking restrictions if scheme goes ahead 9-1pm best.</p>
113	04/12/2024 17:16:45 +01:00	Resident	Parking	Wholly Object	<p>are content with the parking situation in Mulberry Close and do now want change. Do not want to pay for friends/relatives to pay to visit.</p> <p>If this has to be please restrict hours to 9am-1pm</p>

114	03/26/2024 09:24:18 +00:00	Resident	Parking	Wholly Object	<p>Ref : PR0998</p> <p>Opposed to scheme 100% Total waste of time and money.. presumably seen as a incoming revenue for council ? 1 Fewer cars entering area to park..post Covid many more people working from home. In Cambridge unlikely to change due to nature of work (software/ computer etc) 2 With ever increasing cost of car ownership some have reduced their fleet to one car and, presumably share rides. Uptake of Park and Ride schemes (accurate data required) 3 I would like to see the collated data relating to the assertion 'a majority was for the parking scheme'. How many were canvassed, which area/s, how many responded and the exact number of those who wanted the scheme.. This should be made available to all with absolute transparency.. Too much seems to be behind closed doors.. 4 Can an absolute guarantee be given that the cost of policing this scheme will never be passed on via proportion of rate increases. 5 Categorical written statement that none of council members, their families or friends have any vested interest in any part of this scheme ie shares in any company contracted to undertake any works associated with implementing said scheme etc etc Best solution. Drop scheme completely. Utilise the money earmarked for this schem for something really necessary that all ratepayers benefit from.. PROPER repair of potholes for example..cyclists are continually in danger of serious injury.</p>
115	13/04/2024	Resident		Wholly Object	<p>I [REDACTED] OBJECT to the proposed Traffic Regulation Order PR0998 moving ahead on the grounds detailed below.</p> <p>Should the Parking Zone proceed to implementation, will the officers involved in the next stages please consider and respond to the MITIGATION requests I detail after my objections.</p> <p>OBJECTIONS</p> <p>Objection: removal of amenity It is unclear to me from TRO PR0998 how the imposition of permits for residents parking might be a benefit to Mulberry Close residents.</p> <p>At the moment our residents, guests and visitors, carers, trade contractors, delivery vans, and customers of local businesses and shops, enjoy free unrestricted on-street parking.</p> <p>Does it make sense to make us all grapple with resident and visitor permits every day, if the supposed problem we're addressing is not felt here?</p> <p>TRO PR0998 offers</p> <ul style="list-style-type: none">•no provision for waiting, loading and unloading areas and time limits - for supermarket and other delivery vans; for visitors to residents living in the CHS Ellis House flats which is accessed from Mulberry Close.•very restricted, expensive provision for commuter staff of Prentis and other local businesses.•poor provision for shopper customers to the Milton Rd strand of shops, which benefit our community. <p>Objection: creates two classes of parking in the Milton Road Area Parking Zone The proposed TRO PR0998 will create two classes of parking for residents in the Milton Road Area Parking Zone: (i) residents and their visitors who rely on on-street parking and (ii) residents and their visitors who have access to private driveways and may park without paying. This split system would create potential for tension.</p> <p>Objection - creates new pressure on MCRS private parking bays In addition, proposed TRO PR0998 leaves MCRS Ltd to manage its private parking bays. This would exacerbate the tensions implicit in the split system between residents with private off-street drive parking and residents reliant on on-street parking, and leave us with difficult questions as to how we allocate the MCRS-owned capacity between us.</p>
116	11/04/2024	Resident		Wholly Object	<p>I live in the Mulberry Close, within the Hurst Park Estate and feel strongly that a residence parking scheme never was needed in this area, parking is not a major issue in any of the street that make up the estate (Hurstpark Av, Highfield AV, Orchard AV, Leys Av, Leys Rd, Mulberry close and Arbury road). I regularly pass through the estate (by foot, bike and car) at different times of days and different days of the week and down different parts of the estate and at NO time are there ever a shortage of places to park. While the Arbury Rd end of Leys Rd can sometimes be full, this in my experience, is at evenings and weekends - so are residence cars, something the proposed parking scheme will actually make worse, not better. And while I can see that the Milton rd end of Hurstpark avenue can some times be full during the week, one only had to move up the road by a few car lengths to be able to find a space. The above remains true even with the disruption caused by the milton rd works currently and the impact on available parking.</p> <p>Furthermore, I don't believe the scheme has fully taken into account the nature and legal entity that is Mulberry close. The development of which was award winning in its time and built to nurture a community. By putting in residence parking, you will be pitting neighbors against each other, vying for the spaces on land that we own, which currently people simply use in a give and take way. Furthermore, I'm not at all sure those planning the residence parking have taking into account that the green is not council property - it is owned by the residence of mulberry close - and therefore it NOT somewhere you can simply just erect signage on - so I'm not at all sure how you plan to indicate the fact that it is residence parking.....</p> <p>It is my opinion, that the Hurstpark estate should NEVER have been included within the proposed residence scheme and that doing so has been done for some reason other than the need to protect residence parking. I therefor believe that the areas known as the Hurstpark estate (as detailed above) should be removed from the residence parking scheme. I believe it is also telling that the full breakdown of the consultation has never been provided despite being asked for. Instead an overall figure of over 50% in favor has been thrown around, but Id be willing to be this was not made up of replies from the estate.</p> <p>Page 81 of 198</p>

117	18/03/2024	Resident		Wholly Object	<p>I deeply object to the proposed parking fees.</p> <p>For the most part I use the carpark at Ellis House, however occasionally (a couple of times a month) one has to park on the street.</p> <p>People in Ellis House are mostly retired and the few who can afford a car are struggling with the cost.</p> <p>Further, there are no issues with commuters parking in the Close.</p>
118	19/03/2024	Resident		Wholly Object	<p>I have managed to access proposed plans via FB page and would like my previous comments placed as my response to the proposals especially as I have just received this years council tax</p> <p>I am disgusted at management within the City Council who appear to be trying to push average residents from the city.</p> <p>I vehemently oppose the residents parking scheme for Mulberry Close and expect this and my previous email to be taken as my response to the consultation.</p> <p>I am very much against any parking scheme for the Hurst Park, Leys Road area as we are nowhere near the city centre.</p> <p>I feel this is just another means for local government to raise revenue as they are unable to properly manage the funds they already get from the our excessive council tax.</p> <p>I live in Mulberry Close, which is a private residential area and I already have to pay an annual amount to maintain the grounds.</p> <p>My understanding is that the existing parking bays are not owned by the council, this will result in major issues with parking for Mulberry Close residents.</p> <p>Lastly, I feel Cambridge City Council needs to expend their money, energy and time on managing the traffic chaos coming into Cambridge rather than penalising their residents further.</p>
119	04/11/2024 22:37:14 +01:00	Resident	Parking	Wholly Object	<p>I strongly object to the proposal for a Residents' parking scheme for the Hurst Park Estate as we do not have a problem that needs to be fixed in our street. The scheme would reduce the availability of parking in the area, occur unnecessary bother and expense for the council and residents. It would also spoil the character of the neighbourhood with markings, extra dropped curbs and street furniture. Ad-hoc parking also aids with traffic calming, protecting children and animals from speeding cars. Please do not implement this.</p>
120	12/04/2024	Resident		Wholly Object	<p>With ref to PR0998 I wish to register my strong objection to the proposed scheme.</p> <p>Fundamentally I do not consider it either necessary or worth the expense it will place on the public purse.</p> <p>As a regular user of all the roads involved I cannot see the requirement for introducing residents parking. The argument that neighboring roads that have lost their on-street parking and will be displaced into the proposed scheme area has already occurred (eg Milton Rd).. Nobody has been able to park on Milton Rd for months now, where have all their cars all gone ? Wherever it is it certainly doesn't seem to be causing any local problems and that's without the introduction of residents parking.</p> <p>Yes, people at the very end of Hurst Park Ave have a little more occasional non-residents daytime parking, but as a daily cyclist at various times of the day up Hurst Park Ave I have always been able to count an average of 5-10 minimum legal and considerate available parking spaces between Milton Rd and the bend a quarter of the way up. Beyond that there has never been an issue.</p> <p>Residents parking will certainly displace commuter parking and a substantial amount of the dentists parking as well no doubt. But everyone knows that ultimately if you want to effectively reduce city car use you're going to have to introduce congestion charging. The Hurst Park residents parking scheme will just displace the commuters to somewhere else.</p> <p>On a point of transparency in local government, I would like to know when the results (actual numbers) of the GCP's residents consultation survey that occurred back in Oct '22 (I think, its been so long) will be published and why this has not been done already?</p> <p>At the last public meeting (Milton Rd Library Nov 22?) the representative from the council was only able to state there had been a small majority in favour, but didn't have the figures to hand !. He and councillor Joscelyne Scutt promised at that meeting that these would be made public following the meeting. She did try with the GCP but they kept stalling eventually saying they would come with the final full report. This I understand is still some months off and we are now in 2024!! So much for local democracy !</p> <p>I do hope that when/if we are to learn by how many votes residents were "in favour" of the scheme it is a statistically relevant & substantial number of the what must be nearly 1000 affected homes (the seven roads in HPERA alone.have 700 homes) Anything less than a substantial survey response will be a travesty of local democracy and fuel my suspicions that residents are sleep walking into what is a done deal scheme through their own voting apathy.</p>
121	09/04/2024	Resident		Wholly Object	<p>I anticipate the introduction of the Milton Road permit parking zone with complete despair. I am a resident of the Springfield Road/ Herbert St. community with one car so am faced with the possibility of never being able to find somewhere to park and to have to pay for that privilege.</p> <p>We are facing a 60% reduction to the parking spaces currently available to residents, that is 40 vehicles, and there is no accommodation made in the expanded scheme that will be able to cope with this number of cars on a daily and more importantly nightly basis.</p> <p>Over the years we have proposed to the consultation several ideas that could mitigate at least a few of the worst affects for some of our community. These have included a small "woodland parking" area at the entrance to Springfield Road that could be residents only; new parking bays could be made at the co-op end of Herbert St. to take 4 to 5 cars and still leave place for three pointed turns to go back up Herbert St.: putting parking bays along the east side of Herbert St. would accommodate several more cars than on the west side. But for some inexplicable reason it has been decided have have bays on the east side only.</p> <p>This is really the most thoughtless solution, a total disregard of the residents of this neighbourhood who suffer the most if it goes ahead.</p> <p>This scheme should not go ahead until a more satisfactory solution is provided for the residents of Springfield Rd. and Herbert St.</p>

122	11/04/2024	Resident		Wholly Object	<p>I object in the strongest terms against the utterly ill-conceived and punitive measures in your “plans” to restrict parking in my street, Springfield Road, and in Herbert Street. It is astonishing to me to read that your “scheme is intended to prioritise on-street parking for residents and, in particular, those with little or no off-road parking available” when it quite manifestly will do precisely the opposite. How can you cut the number of parking spaces so radically and expect to be helping residents, such as me, with my supposed current problem of “no off-road parking available”? The sheer absurdity of this justification leaves me gasping for breath.</p> <p>I have lived in Springfield Road, [REDACTED] In all that time I have almost always been able to find a parking space in the road or in Herbert Street— just occasionally, in the old days, I might need to use one of the painted bays on the pavement in Milton Road. The issue of non-residents coming to these two streets to park in order to work or shop is, in my view, largely imaginary: if they come to park, it is only after 9 when some of the residents have driven off to work themselves; by the time the latter return, the visitors are gone. The ebb and flow is manageable (has any research been done to show it otherwise?). Your scheme will just punish us all, [REDACTED] will have to pay for the privilege of parking in my own street— except, of course, that the chances of my finding a space in it or Herbert Street will now reduce by 75%, so it is hardly a benefit or a privilege I am getting from you. This is extortion on the one hand, stupidity on the other and dereliction of responsibility in-between.</p> <p>Consider, please:</p> <ol style="list-style-type: none"> 1.The disadvantages in your “scheme” to the vulnerable (young women, the elderly and the ill) are very considerable, given the walking distances from car to front door that you will be imposing. 2.Charging of electric vehicles will become impossible for owners who live on the no-parking side of Herbert Street, and switching to electric will be a choice denied to people on that side. 3.Proceeding with your “scheme” will render a community permanently aggrieved by creating constant worry, stress, inconvenience and additional expense for which you alone will bear responsibility.
123	12/04/2024	Resident		Wholly Object	<p>It’s totally unfair that because approximately 25 houses either side of Hurst Park Avenue from Milton Road are affected by commuter cars, dentist visitors and local shoppers are inconvenienced for a short period each day 5 x a week that everyone in the Hurst Park Avenue Residents Association (350+ houses) will have to face the extra costs of residents parking and everything it entails from reduced on road parking and having to pay for the privilege of family/friends visiting during the restrictions.</p> <p>It would have been polite for the council to have published the actual number of replies and the statistics of the consultation from way back in either 2022/2023. Many residents feel it is a stitch up and frankly we don’t want it. The parking issue only affects Hurst Park Avenue which leaves 6 out of 7 roads having to be part of a scheme which in its self is too wide - 11-12.30 is good enough.</p>
124	16/03/2024	Resident		Wholly Object	<p>This email is expressing my objection towards the proposed residents parking scheme in our area. [REDACTED] parking has never been a concern for us or the local community as we are respectful of each others properties and value the fact that everyone requires their own space for their cars. That being said, implementing this scheme would be unfair on the families who have multiple drivers and rely on the open space for parking. [REDACTED] I work long hours and highly appreciate the freedom to park in my area without having to worry about the consequences of receiving a ticket which is also why I reject this proposed scheme. I hope you consider my feedback when deciding on whether you will be implementing this scheme.</p>
125	17/03/2024	Resident		Wholly Object	<p>Firstly I’ve been on the website and can’t find any information, can you please advise?</p> <p>How much is this going to cost the residents?</p> <p>I do not want the proposed scheme in my area. I have no idea what the benefit is to anyone (other than a money making opportunity for the council). What’s the problem with some free parking for people who work in the area or city centre?</p> <p>Just leave well enough alone please as this is potentially an additional expense I just cannot afford.</p>
126	16/03/2024	Unknown		Wholly Object	<p>Please accept this email as my honest feedback on the proposed residents parking scheme in the cb4 area. As you are aware, the cost of living crisis has had a severe impact on families all over the UK and this is my main concern of implementing this scheme as residents will now have an additional cost to cover by purchasing a permit to park their car, which can have a financial impact on families who have multiple drivers in the same home. Alongside this, if you don’t have a permit this will lead to tickets being distributed along the community which is leading to more costs which they may struggle to pay for alongside the essentials of every day living. That being said, this email proposes my opinion of rejecting this scheme as it is unfair towards families who are struggling financially and will cause more harm than good towards the community overall.</p>

127	17/03/2024	Resident		Partly Object	<p>As a resident of x Arbury Road, in my view and in the main I don't have a problem with parking near to my house from Monday- Friday 9:30 - 3pm. (I do not have a driveway to rely upon the limited pavement space).</p> <p>For the businesses such as the hairdressers and beauticians, introducing permitting will mean customers (or the business) have to pay extra money for a daily permit in order to access the business (a lot of these clients are elderly) which may hinder their profitability and cause extra strain on a local family business.</p> <p>What does cause an issue, and traffic, are the cars that temporarily pull up to visit Al Noor Groceries. This could be for 15-20 minutes at a time directly on the pavement outside blocking pedestrian access or on the double yellow lines which makes it difficult for cars to pass and causes congestion. Many of these are loitering vehicles and contribute to the unnecessary noise and emissions. I don't believe that residential permitting is going to help this particular situation or dissuade drivers to temporarily park on the road.</p>
128	04/10/2024 14:45:50 +01:00	Resident	Parking	Partly Object	<p>Re PR0998. I am [REDACTED] resident on Arbury Rd [REDACTED] I am dismayed to realise we are excluded from getting a residents parking permit or purchasing visitor parking permits under the proposed scheme. This is the part of the proposal I object to - we need to have at the very least visitor parking permits.</p> <p>The exclusion of "even number" residents seems like a decision made without understanding the actual use of the road and needs of ALL THE AFFECTED RESIDENTS.</p> <p>Even number residents, currently to have the option to park at the curb but as an unwritten protocol do not tend to park there even though it is legal. This is because it is generally unsafe. AS A RESULT - any of our visitors currently park across the road where Arbury Rd widens and there are almost always free parking spaces or further down Leys Rd .</p> <p>The proposed new parking removes this option for "even number" households having any guests park fairly near by. It effectively means [REDACTED] can not have friends, tradespeople, carers, elderly relatives, younger family members who might have their own car visit us!!</p> <p>[REDACTED] the "even number" residents, are asked to contribute to, or are being forced, into a solution to the terrible traffic problems of this end of Arbury Rd , without being offered any alternatives in the same way the residents across the road have been offered , yet [REDACTED] are actually more impacted with complete restrictions on [REDACTED] side of the road .</p> <p>By not including the even numbered Arbury Rd residents at the eastern end of the road in the parking permit scheme ,is a significant oversight is significantly unfair, shows a lack of understanding of the needs of ALL THE RESIDENTS IMPACTED BY THIS SCHEME.</p> <p>The even number residents must be offered access to residents and visitor parking permits.</p>
129	04/04/2024 16:44:10 +01:00	Resident	Parking	Partly Object	<p>Not enough resident parking.No parking area for the shops. Why is there no parking between number 15 Arbury Road and up? Will the tro be policed? We already have issues with shop users parking on the pavement and double yellows. This will be worse if not addressed.</p>
130	04/06/2024 18:03:46 +01:00	Resident	Parking	Partly Object	<p>I am unhappy that no allowance is being made to provide short term parking (eg. 30 minutes maximum) for the shops at the Milton Road end of Arbury Road . These shops are vital services for local residents and should have the same off-street parking privileges that are being given to the shops on the main Milton Road parade. To take away their parking rights will effectively close the businesses.</p>
131	04/10/2024 20:09:40 +01:00	Resident	Parking	Partly Object	<p>I am supportive of a resident parking scheme on Arbury Road but I am not in favour of the current plans. The number of bays provided between nos 7-25 Arbury Road is insufficient.No bays have been allocated outside numbers 15-25 which is a heavily used area for residents' parking.</p> <p>There seems to be an error in the plans, as they appear to show an existing flush curb outside 17-25, when none exists. Is this a proposal to install a flush curb? If so, for what reason? We need to keep the parking spaces that we already have, as many of us have very young children and so need the opportunity to park outside our houses for their safety. There are no problems caused by cars parking here currently.</p> <p>Until bays are allocated in the strip from 15-25 Arbury Road, including those already proposed outside neighbouring houses, I cannot support the plans as currently shown.</p>
132	03/18/2024 08:42:28 +00:00	Resident	Parking	Partly Object	<p>More bays are needed in the space between 27-1 Arbury Road - there is no reason why there are no bays planned there? The reduction of parking in that stretch would mean a very long walk for us [REDACTED] who visits by car sometimes. We [REDACTED] and need a bay in front of our home for parking (as we always and currently have). We would have to unload our shopping and [REDACTED] on double yellow lines with the plan you have circulated. or walk a long way (often one adult) with shopping bags and [REDACTED] who could run into this busy road (which will not have less traffic with this scheme)</p> <p>This is an unfair, undemocratic and unjustified removal of parking benefits from residents here of many years. I and all neighbors I have spoken to don't mind moving to paying scheme, but the same number of bays must be provided as now. Car reduction should not impact locals disproportionately just because we live on Arbury Road.</p> <p>If you want to make the road safer and reduce car traffic, make the road one-way or better still add a modal filter as has been requested by the overwhelming majority of residents for years. Listen rather than impose measures. We have been consulted dozens of times on this but have seen no action. Instead, you now are proposing to do something we have not asked for.</p> <p>[REDACTED] xx Hurst Park Avenue has about 6 bays planned Infront of the entire frontage of her house! (xx Hurst Park Avenue) She also has a driveway. We have none planned in front of ours at xx Arbury Road ! How is this fair?</p>
133	04/05/2024 11:36:31 +01:00	Resident	Parking	Partly Object	<p>No provision has been made for parking at the shops situated at the beginning of Arbury Road and without this businesses will be affected.</p> <p>Please provide a minimum 2 bay 30 mins only parking spaces outside this row of shops.</p> <p>Alternatively 2 spaces of pay+display as is being provided for shops round corner in Milton Road.</p>

134	03/18/2024 13:17:33 +00:00	Resident	Parking	Partly Object	<p>The proposed parking at the Southern end of Arbury Road is not satisfactory.</p> <ol style="list-style-type: none"> 1. The proposed allowance does not allow for even a single space per dwelling - each house is multi-bedroom and can be reasonably expected to own a vehicle 2. There is no reason for the significant gaps between the proposed residents bays - the road does not narrow and the gaps will not improve traffic flow or safety. The bays should be continuous to at least maintain existing provision. 3. The poor provision will simply increase pressure on surrounding roads (e.g. Leys Rd, Leys Av) and require residents on Arbury Rd (most of whom have no provision for off street parking) to leave their vehicles away from their property and increase difficulty in loading/unloading, especially for those with mobility issues 4. Enforcement will need to be significantly improved; the bulk of issues are caused by illegal loading and parking at the far Southern End of Arbury Road where the road narrows (next to Al Noor Grocery) and double yellow parking, pavement parking, kerb parking and illegal loading cause a pinch point and increase danger to pedestrians, cyclists and motorists. <p>Provision should be made for each property at the Southern end Arbury Road without the opportunity for off street parking to have a space within 2 minutes of their property to park a single vehicle.</p>
135	04/02/2024 20:12:41 +01:00	Resident	Parking	Partly Object	My discordance is the double yellow lines in front of the property that would not allow anyone [REDACTED] to park in the garage.
136	04/12/2024 23:02:10 +01:00	Resident	Parking	Partly Object	<p>I do not consider Arbury Road to be a road which has issues with parking, therefore I do not see the need to introduce parking restrictions.</p> <p>I do not own a car but whenever friends and family have visited they have never had any issues with parking on Arbury Road.</p> <p>As I do not own a car, I will not need to buy a permit for myself. However, I am trying to understand what needs to be done to allow friends and family to park on Arbury Road:</p> <ul style="list-style-type: none"> - Will I be able to buy a permit for visiting friends/family? - Would they be expected to buy a 5 days visitors permit? Or is that 5 days visitors permit for something different? <p>Either way this feels like an unnecessary cost to ensure friends/family can park on a road they have never had issues parking on.</p>
137	04/09/2024 11:42:05 +01:00	Resident	Parking	Partly Object	As a resident of the north side of Arbury road, this scheme will negatively impact me. We use the free parking spaces that are currently available on the south side of the road. This scheme proposes we will not be able to park on our own road.
138	04/03/2024 17:21:30 +01:00	Resident	Parking	Partly Object	<ol style="list-style-type: none"> 1. There is no shopper parking on Arbury Road - we have useful shops at the Milton Road junction, but they will be disadvantaged by having nowhere for 30 minute shoppers to park legally. Already the butcher has closed, in part because of the parking difficulties arising from the Milton Road works. I personally have concerns that shoppers will increasingly use the parking for the betting shop and the flats at 147 Milton Road which is accessed via an extremely narrow driveway between Al Noor and no 1 Arbury Road making that a potential accident hot spot. 2. The map used in the TRO is out of date and is therefore misleading and difficult for residents and others to follow and make sense of. 3. I don't understand why residents of the holiday lets at Arbury View will be entitled to purchase residents' parking permits. 4. At no point during the consultation period prior to the production of the TRO were the residents informed that the RPS would only include residents on the odd numbered (south) side of Arbury Road. Although most residents on the north side of Arbury Road should have adequate parking, excluding them from the scheme means that they are unable to purchase visitor parking permits if needed.
139	03/18/2024 23:48:24 +00:00	Resident	Parking	Partly Object	I object to part this proposal as this is limited to odd numbers from 1 to 145 only. I stay on the south side of the road and there is no allocated parking space because of which the only option available to park is off-road which would be taken away if this scheme is implemented.
140	11/04/2024	Resident		Partly Object	<p>1.PLAN WHICH INTERGRATES PARKING, CYCLING AND TRAFFIC CONTROL</p> <p>We have been informed that the scheme will focus solely on the parking issue, but at the same time there needs to be joined up thinking, taking into account: road safety, enhanced residential parking, pedestrians and cycling.</p> <p>It is difficult to consider the proposed scheme as residential in focus as its main impact will be to remove parking from residents. Uncontrolled speed and volume of vehicles is the real problem on the road rather than parking. The plan does not appear to have taken this fact into account.</p> <p>The north side of the road has been inexplicably excluded from the Arbury Road East scheme. There is however an opportunity to help correct this omission and combine adequate parking with measures to reduce traffic speed and volume. Parking bays could be installed alternately on the two sides of the road, with signage for vehicles to give way in turn. It would have an immediate impact on speeding and safety on the road, and maintain adequate parking spaces for residents. We need the planners to prioritise this issue, rather than focusing narrowly on parking, (or rather removing parking).</p> <p>2.CYCLING IMPROVEMENTS</p> <p>Arbury Road is listed as a “Signed Primary Cycle Network Road” - improved cycling should therefore be an integral part of the parking scheme. At the very least the proposed additional short length of further cycle lane should connect to the existing network. (It is difficult to believe it is not joined up in the plan, and also implemented as a proper cycleway). Unfortunately the eastern end of the road will become even more dangerous for cycles from speeding vehicles following the scheme. Removing parking opposite the Baptist church and other sections will encourage speeding and cause a problem rather than removing one. Also where on earth are the residents supposed to park?</p> <p>3.INADEQUATE MAPPING</p> <p>The many errors and shortcomings in the mapping for the scheme have been commented on elsewhere. They were prepared at a tiny scale, with a confusing key, designed to obfuscate. Our own house [REDACTED] provides a good example of the problems with the map where it shows an “existing access” going through our brick wall and ignores our dropped curb and that of our neighbour, which have been in place for many years.</p>

					<p>Between Milton Road and Leys Road 29 properties on the south side of the road will affected as follows:</p> <table><tr><td>Now</td><td>with Scheme</td><td></td></tr><tr><td>On street parking</td><td>15</td><td>9</td></tr><tr><td>Double Yellow Lines</td><td>4</td><td>19</td></tr><tr><td>Dropped Kerbs</td><td>10</td><td>1</td></tr></table> <p>These numbers have been prepared by ground checking the current situation and using the map to show the “with Scheme” position.</p> <p>4.LACK OF PARKING FOR SHOPS There needs to be parking provision near the shops on the Milton Road, Arbury Road Corner.</p> <p>5.ERROR CORRECTION AFTER SIX MONTHS We understand that it is intended to correct minor errors after six months, but such an approach would certainly not resolve the basic shortcomings of the proposed scheme.</p> <p>6.GENERAL COMMENT █ years ago our road was comparatively quiet. We have witnessed a dramatic increase in traffic volumes, speeding and pollution in recent years. During this time the problems with our section of the road have been ignored by the Council. 20mph signs were once painted on the road, too far apart and now badly faded and completely ignored by a growing number of impatient drivers, intent of jumping the lights. As a road we have been sorely ignored. We hope that the Council will now take the opportunity to make a positive contribution to our road rather than pursue a poorly planned narrowly focused badly conceived scheme which in its current form will do more harm than good.</p>	Now	with Scheme		On street parking	15	9	Double Yellow Lines	4	19	Dropped Kerbs	10	1
Now	with Scheme																
On street parking	15	9															
Double Yellow Lines	4	19															
Dropped Kerbs	10	1															
141	18/03/2024	Unknown		Partly Object	<p>I would like to object to the above-referenced TRO for the Milton Toad area parking scheme.</p> <p>While I understand the motivation for a parking scheme in this area, I object to the ways in which the scheme is being implemented.</p> <p>In particular, I object to the additional double-yellow lines proposed on Arbury Road outside the odd-numbered houses between Numbers 11 and 27. These houses do not have driveways and so residents rely on on-street parking. The double yellow lines will result in the removal of parking spaces outside these house that residents currently rely on.</p> <p>There is no benefit to these yellow lines - there will be parking bays outside No 11 and No 27 so the yellow lines will not improve traffic flow or permit a cycle lane to be built. However, there will be a significant impact on residents, particularly those with small children or the elderly, who face the prospect of having to park a long walk from the houses.</p> <p>If these yellow lines were replaced with parking bays for residents along the south side of Arbury Road I would be supportive of the scheme.</p>												
142	11/04/2024	Resident		Partly Object	<p>I would like to feedback on a number of matters relating to the proposed scheme. I am at xx Arbury Road and █ granted permission for a dropped kerb so surprised to see a parking space in front of █ house. The dropped kerb work hasn't been done yet but is authorised.</p> <p>I am very concerned about :</p> <p>a) The lack of cycleway all the way down Arbury road. This seems such a wasted opportunity when it would join up segregated sections.</p> <p>b) The lack of parking bays overall on the street. With long sections of double yellow lines that could be parking.</p> <p>c) The lack of parking for the shops at the Milton Road end of Arbury Road.</p> <p>d) The lack of a proper consultation from 2022. The fact that the even numbers side of the road being outside the scheme only become apparent to many in the last week or so. The maps, links and information were very poor with a vague key / legend and on the feedback website the boundary line still is on the even side gardens so looks like they are included.</p> <p>It seems there is still some level of consultation after the TRO? Is this the case please?</p>												
143	02/04/2024	Resident		Partly Object	<p>I would like some clarification please on an aspect of the resident parking scheme that is being proposed for Arbury Road I live at number xx Arbury Road part of a row of terrace houses with a variety of residents, including older people and young families. None of these houses have off street parking I was encouraged to see that the stated objective of the scheme is to prioritise parking for residents, particularly for those who have no off street parking However it looks like you are proposing to put double yellow lines here and that all the residents living in this stretch will lose their parking Please can you clarify if this is indeed the case and if so what is the reason for this I would appreciate a quick response as objections have to be lodged imminently</p> <p>In my opinion it is the volume of traffic using Arbury Road that causes the problems, but I will submit my objection and keep my fingers crossed.</p>												
144	04/11/2024 22:07:39 +01:00	Resident	Parking	Partly Object	<p>The current plan and map shows a lack of parking with large sections of double yellow lines. Also a lack of parking for the shops near Milton Road on Arbury Road. It is also very disappointing that the Arbury Road bike lanes are not going to be continued when it is so dangerous for cycle users and pedestrians.</p>												
145	04/11/2024 12:57:58 +01:00	Resident	Parking	Partly Object	<p>Chesterton Hall Crescent will become the overspill for Herbert Street as approximately 30 spaces are to be removed from them. This will not improve the position for CHC. Outside the restricted parking times it will make it very much worse as not only will we have shoppers for example all weekend we will also have approximately 30 cars from Herbert Street in addition and have to pay for the privilege. The hours of restricted parking are very short. Much shorter than the De Freville area which seems most unfair. The numbers parking at present on Herbert Street do not cause a problem so it seems bizarre to take away so many spaces. Without Residents parking the Council do not propose to reduce numbers parking!!!! The impact of those living on Herbert Street will be horrendous. Electric car charging will be reduced. The cost is so much greater not to charge at at home.</p>												

146	04/06/2024 15:58:29 +01:00	Resident	Parking	Partly Object	Can you please ensure that provision continues to made for residents on the north side of Chesterton Road (currently included in De Freville) Visiting trades also need provision nearby for their vans. Thank you
147	04/12/2024 15:30:39 +01:00	Resident	Parking	Partly Object	Herbert St. Electric charging for every vehicle in the near future means that Herbert St must keep most of the parking on both sides. Find a code of practice for road layout or adapt one to allow parking on both sides.
148	04/11/2024 14:30:02 +01:00	Resident	Parking	Partly Object	Visitors permits should be valid in adjacent RPS. I live on Chesterton Rd and my visitors / occasional contractors park in George St, 20m away. I am in the DeFreville RPS, but George St is in the new Milton Rd RPS. My contractors will soon have to park 200m away from me - and cross the busy ring road to access their van for tools and materials in the DeFreville estate. I want to see visitor permits shared across the two areas. Visits are occasional. Visits will not affect evening parking where pressure is most likely.
149	04/06/2024 16:39:20 +01:00	Resident	Parking	Partly Object	I live at xxx Chesterton Road [REDACTED] and object to being placed in the de Freville residents scheme, and not this new one. It is utterly illogical - why would I ask elderly parents or visiting workmen to cross the main road and drive around the de Freville area looking for a parking space, when we and our visitors have always parked on CHC? This will reduce access to our house for us and for our visitors. I insist that you move our house into this new scheme.
150	04/06/2024 19:59:50 +01:00	Resident	Parking	Partly Object	I live in xxx Chesterton Road which is currently not included in either the Milton or De Freville Residents parking scheme so would not be able to apply for a permit for any street around me and would not be able to park my car anywhere near to my [REDACTED] under this proposal. Please extend the Milton residents parking scheme boundary to be adjacent with the de Grenville boundary.
151	04/12/2024 10:01:57 +01:00	Resident	Parking	Partly Object	The removal of so many existing spaces from the scheme - particularly those from Herbert Street and on Milton Road - will inevitably result in yet more parking problems for existing residents and is entirely unnecessary. I understand that the restrictions being imposed on Herbert Street are stricter than would be imposed on a new housing estate - a ludicrous and inflexible imposition.
152	03/28/2024 15:44:18 +00:00	Resident	Parking	Partly Object	The reason for the existing Ascham residents' parking zone, as stated when its residents were asked to vote on it, was to avoid spillover vehicles from Herbert Street and surrounding area parking in the Ascham zone, should Herbert Street etc. get a residents' parking zone. Adding the area between Milton Road and Chesterton Road to the Ascham area would appear to defeat the purpose of the Ascham zone. Thus it would appear to make more sense to keep Ascham as a distinct zone, with Herbert Street etc its own zone. I have no relevant opinion whether the Herbert Street area and the Hurst Park Estate should be considered separate areas or combined (I understand that both of these were considered in their original consultations), as neither area is in my neighbourhood.
153	04/09/2024 16:38:36 +01:00	Resident	Parking	Partly Object	Should have some free spaces for visitors, there will be none down hawthorn way after this
154	03/20/2024 12:21:16 +00:00	Resident	Parking	Partly Object	I support all aspects of this scheme apart from the 3 car per household limit (mentioned in the Public Notice). In my opinion, this limit should be brought down to one car per address (perhaps with some consideration for exceptional circumstances). The new plan substantially reduces the total number of parking spaces available. I concede that this is unfortunate but necessary, considering the width of the roads in question, and I trust that the author of the proposal did their best to maximise the available parking. However, the proposal seems to provide fewer than one parking spot per house (this is most obvious on our street - Herbert Street, but seems to apply to the area as a whole). I believe that a majority of houses in the area own at lest one car. I wonder why the limit was therefore set at 3 rather than one, which seems to be the standard for the rest of Cambridge, as outlined in the Cambridge City Council Parking Permit Scheme Terms & Conditions (see bottom of page 2 of https://www.cambridge.gov.uk/media/10459/residents-parking-permit-terms-and-conditions.pdf , under "Resident Permits", also attached as pdf). Please also note that the links in the Public Notice document (which I downloaded from the consultation website: https://consultation.appyway.com/cambridge/order/4e9da704-ed65-4aff-a58a-b1529856419f) don't work -- they are just blue underlined text that is impossible to click.
155	04/10/2024 15:42:32 +01:00	Resident	Parking	Partly Object	The very significant reduction in parking spaces proposed for Herbert Street is both unnecessary and undesirable. Although modern highway standards would suggest Herbert Street is not wide enough for parking on both sides, we have to remember that this street was built over a hundred years ago and, like anything that pre-dates modern standards, flexibility is necessary when determining how those standards should be applied. Dogmatic application of generic policies is in nobody's interests, especially where those policies are working against the interests of the residents. Bin lorries and ambulances generally have no problems in navigating the street - the odd occasion where a bin lorry is unable to pass is usually caused by illegal parking on existing double-yellow lines on the bend at the north end of the street, or bad parking adjacent to it. The removal of such a large number of spaces is likely to create significant problems. Although in theory there are enough spaces across the combined residents' parking zone, in practice finding a suitable parking space is likely to lead to an increase in traffic on all zone streets as residents circle around trying to find a suitable space. Many residents use their cars infrequently, so it's likely that those residents will, when they do find a space on Herbert Street, leave their car there for a considerable period of time; it will be the regular commuters that end up using other streets. This will mean that spaces on Herbert Street rarely become free - this will make it very difficult for residents of Herbert Street to have trades-persons come to their homes because of the very low chance that a trades-person can park nearby. It's not practical for a trades-person to make multiple trips to and from a van parked several streets away (the "no waiting" markings would even prevent them from legally unloading before moving the van elsewhere for parking). I propose that Herbert Street continues to permit parking on both sides of the street (using some kind of flexibility or exemption), perhaps with small expansions of "no waiting" zones, such as at the bend, if absolutely necessary. Perhaps one side of the street could have a width restriction to ensure only regular sized cars park there?
156	03/26/2024 19:59:25 +00:00	Resident	Parking	Partly Object	The map appears to show parking spaces on bothe sides of George Street. This is not physically possible on that road due to road width. Herbert Street currently accommodates parking on both sides of the road. It is essential that this is retained. Reason being that if parking is restricted to one side of Herbert Street too many spaces will be lost. As the plans for George Street (parking on both sides) is unviable the loss of spaces will be too much for the scheme to work.
157	03/27/2024 22:11:52 +00:00	Resident	Parking	Partly Object	The main problem is the huge reduction in parking spaces for Herbert Street. Every space counts and it would seem that more spaces could be made available by parking on the east side of the road rather than the west side. There is also currently a space at the coop end of the road and I see no reason why this can't remain. The signage needs to be kept to a minimum and Herbert Street with Springfield road could be considered as a PPA with signs at the entrance to to the streets and perhaps the junction where Springfield joins Herbert Street. There is an option for some additional discrete signs attached to walls of front gardens. Assuming that it is mainly commuters who are to be deterred the times of operation could be reduced to 10 -2pm . Herbert street is a much used by pedestrians (and cycles) and the pavements are difficult to use on bin day or wheelchairs find them too bumpy, so it is common for people to use the road. It will be important to limit the speed of vehicles who will now feel less constrained by the narrow width either with a speed limit or some other traffic calming device like points of slight narrowing (maybe including a flower bed or small tree).

158	03/23/2024 19:31:32 +00:00	Resident	Parking	Partly Object	<p>I have serious concerns about the effect of the scheme on Herbert Street and Springfield road.</p> <p>More than half of the residents will be paying for the privilege of parking much further away, mostly Gurney way , rather than in Springfield or Herbert Street as we now do.</p> <p>I think it is essential to respect that by minimising the loss of spaces as much as possible. I think parking on the east side of Herbert Street would enable more spaces and we need to retain the space at the Chesterton Road end adjacent to the cycle lane.</p> <p>As the aim is to avoid commuter parking ,rather than limit residents from having visitors or plumbers, the hours of operation need to be adjusted to achieve this goal and 10am to 2pm would be preferred.</p> <p>Signage is a real issue and needs to be kept to a minimum , especially where the pavements are already very narrow. It is vital that (like George street) Herbert street and Springfield road are treated as a PPA for this reason . This would be perfectly feasible as they are not a through road on the way to anywhere ,so signs at the entrance to Springfield road on Mitcham's corner one way system and to Herbert street entrance on Milton Road would be adequate for any driver .</p> <p>Herbert Street has a high footfall as it functions as a route to the shops on Chesterton Road and in to town . Many people choose to walk down the middle of the road in both Herbert Street and Springfield as the pavements are very bumpy for wheeled trolleys , pushchairs and wheelchairs ,are often obstructed by bins. this has been safe up until now as the vehicles are forced to drive slowly by the narrowness. I am concerned that with a wider road , vans will drive too fast and a 10mph speed limit painted on the road would be sensible.</p>
159	04/11/2024 16:28:20 +01:00	Resident	Parking	Partly Object	<p>The scheme is disproportionately very unfair to the residents of Herbert Street with the reduction of about a 50% of parking places both within the confines of the street and on the surrounding streets. It also introduces a danger of making our road into a race track for speeding cars by removing parking from one side thus increasing the road width. Despite not being a full through-road, there is bottom access through Springfield Road. The imposed limitations on parking alone is likely to have a serious effect depressing property values compared with surrounding streets if Herbert Street is seen as extra-problematic for car-owners and getting tradesmen access. Despite the fact that our daytime parking space is frequently taken up by out-of-town "day-trippers", this is something we have been living with for years; the proposals under review would make matters much worse for residents rather than improving them. I think the majority of householders would rather retain the status quo for our street and have Herbert Street excluded from the current proposals.</p>
160	04/10/2024 17:46:24 +01:00	Resident	Parking	Partly Object	<p>I do not see the necessity to restrict parking in Herbert Street (HS) to one side only. This will effectively reduce the number of parking spaces available by 50%. HS is a Victorian street but the proposed parking arrangements will be stricter than those required for a new housing developments.</p> <p>Further, such restriction will make it impossible for residents (particularly those on the evens side) to charge electric vehicles at home. This will be a huge discouragement to switch to electric vehicles which the government wants us to do as quickly as possible.</p> <p>Also the proposed arrangement will allow for much increased travel speed due to there being an increased running width. The existing 20 mph is not always observed even now.</p> <p>Please allow parking to remain on BOTH sides of HS with maybe just a small extension to the double yellow lines at bend near to its confluence with Milton Road to provide better access for delivery and other larger vehicles.</p>
161	04/10/2024 14:15:03 +01:00	Resident	Parking	Partly Object	<p>We are submitting a second objection for this household to ensure that this is treated both as parking and environmental objections.</p> <p>We object to the TRO on both environmental and parking grounds.</p> <p>Parking grounds: I and other residents researched and wrote and submitted a 32 page report in 2018 researching the parking numbers and proposing a variety of ways that more parking could be retained on Herbert Street. There was never a response of any sort to the report from the authorities. Residents of Herbert Street do not want the parking removed down one side of the street, and removing it will harm elderly residents and greatly inconvenience residents all over the new parking zone, with 25-30 cars forced to park on adjacent streets. The county council would be quite capable of bending the policy on road width in this one instance, but the GCP's unwillingness to compromise on this due to county policy (which they treat as set in stone) effectively amounts to maladministration. There is no legal reason why the parking arrangement on Herbert Street can't be left in its current configuration as part of a parking scheme, as the county quite happily allows other zones created before the current policy to continue operating even though they would not today comply with policy. The new parking arrangements on Herbert Street exceed those required even in new build, where the fire engine access rules in Approved Document B would allow parking on both sides of the street at the South end of the street. It is totally unreasonable that we are forced to live with this new layout. At the very least, I expected that by now we would have some meaningful lessening of the parking removal (not just playing with which side of the street would have all the parking removed).</p> <p>An even more serious environmental matter has now arisen however, as it's become clear since this process was started many years ago that the future of cars is very much electric, and that electricity prices are set to stay high. A solution for many will be to fit solar panels and/or to charge cars on cheap and green night-time electricity at home (costs are about 8p per kWh). By contrast, to charge at the public charger by the Old Spring, the cost is (I believe) around 10 times higher, something around 70p per kWh. At this sort of charging price, buying an electric car is for the wealthy and extreme enthusiasts only.</p> <p>As things have stood up until now, charging an electric vehicle at home has seemed like a realistic possibility on Herbert Street, with concerns over cable routing and trip hazards looking entirely solvable. Parking near home on the street is also currently workable almost all the time. If this TRO goes ahead, around 30 houses will find it effectively impossible to charge with no parking outside their home, and the other 30 will find it a challenge because getting a space near home will be a rarity. You will effectively be strongly discouraging 60 households from moving to electric cars for as long as they are able. The environmental impact of this change will be significant.</p> <p>Not everyone can afford to sell up and move house, at a personal cost of around £30,000 in stamp duty and other costs, plus whatever loss in value their house undergoes as a result of the unsuitability of Herbert Street for owning an electric car.</p> <p>I strongly believe that these impacts are completely out of proportion and that the authorities have repeatedly failed to listen to the residents whom they are supposed to serve. Once this layout change is made, it is very unlikely ever to be reversed. I therefore object in the strongest terms to the Herbert Street parking layout proposed in the TRO, both on environmental grounds and due to the unnecessary loss of parking.</p>

162	04/10/2024 14:13:13 +01:00	Resident	Environmental	Partly Object	<p>I object to the TRO on both environmental and parking grounds.</p> <p>Parking grounds: I and other residents researched and wrote and submitted a 32 page report in 2018 researching the parking numbers and proposing a variety of ways that more parking could be retained on Herbert Street. There was never a response of any sort to the report from the authorities. Residents of Herbert Street do not want the parking removed down one side of the street, and removing it will harm elderly residents and greatly inconvenience residents all over the new parking zone, with 25-30 cars forced to park on adjacent streets. The county council would be quite capable of bending the policy on road width in this one instance, but the GCP's unwillingness to compromise on this due to county policy (which they treat as set in stone) effectively amounts to maladministration. There is no legal reason why the parking arrangement on Herbert Street can't be left in its current configuration as part of a parking scheme, as the county quite happily allows other zones created before the current policy to continue operating even though they would not today comply with policy. The new parking arrangements on Herbert Street exceed those required even in new build, where the fire engine access rules in Approved Document B would allow parking on both sides of the street at the South end of the street. It is totally unreasonable that we are forced to live with this new layout. At the very least, I expected that by now we would have some meaningful lessening of the parking removal (not just playing with which side of the street would have all the parking removed).</p> <p>An even more serious environmental matter has now arisen however, as it's become clear since this process was started many years ago that the future of cars is very much electric, and that electricity prices are set to stay high. A solution for many will be to fit solar panels and/or to charge cars on cheap and green night-time electricity at home (costs are about 8p per kWh). By contrast, to charge at the public charger by the Old Spring, the cost is (I believe) around 10 times higher, something around 70p per kWh. At this sort of charging price, buying an electric car is for the wealthy and extreme enthusiasts only.</p> <p>As things have stood up until now, charging an electric vehicle at home has seemed like a realistic possibility on Herbert Street, with concerns over cable routing and trip hazards looking entirely solvable. Parking near home on the street is also currently workable almost all the time. If this TRO goes ahead, around 30 houses will find it effectively impossible to charge with no parking outside their home, and the other 30 will find it a challenge because getting a space near home will be a rarity. You will effectively be strongly discouraging 60 households from moving to electric cars for as long as they are able. The environmental impact of this change will be significant.</p> <p>Not everyone can afford to sell up and move house, at a personal cost of around £30,000 in stamp duty and other costs, plus whatever loss in value their house undergoes as a result of the unsuitability of Herbert Street for owning an electric car.</p> <p>I strongly believe that these impacts are completely out of proportion and that the authorities have repeatedly failed to listen to the residents whom they are supposed to serve. Once this layout change is made, it is very unlikely ever to be reversed. I therefore object in the strongest terms to the Herbert Street parking layout proposed in the TRO, both on environmental grounds and due to the unnecessary loss of parking.</p>
163	03/19/2024 20:22:02 +00:00	Resident	Parking	Partly Object	<p>I am in favour of residents parking in my area and also in favour of the combined zone with Milton Road, Gurney Way etc, that makes total sense. The purpose says 'The scheme is intended to prioritise on-street parking for residents and, in particular, those with little or no off-road parking available.' However for Herbert Street, the detail of the proposed planning of spaces on the street means we would lose the vast majority of our capacity to park cars on the street and even when the removal of non-resident cars from the equation is taken account of there will be much insufficient parking on the street for the number of residents with cars. So far from meeting the aim of prioritising on-street parking for residents, you are in fact proposing removing long held parking opportunity from Herbert St residents. I understand that this might be because the size of standard bays the council uses cannot be fitted on both sides of the road, but we need a pragmatic solution that adapts to the Victorian street dimensions. Residents do not need bays and we are very used to parking efficiently with cars close together which would allow us to fit more cars in. Also I understood from the fire service in previous iterations of the consultation that safe access for emergency vehicles (which was one of the early concerns of the council) can be achieved with a solution that just extends the double yellow lines to remove a few spaces at the pinch points, it doesn't require total removal of parking down one side. If needed it would be easy and cheap to replace permanent bollards near the coop end of the street with ones that could drop down to allow an emergency vehicle in that way. Lastly I would add that the bin lorry regularly gets all the way down to number 8 Herbert Street in reverse from the top so access by large vehicles is possible now, although I agree would be facilitated by removal of a few spaces on the even numbers side of the street.</p> <p>All in all I feel the removal of spaces altogether on the even numbers side of Herbert Street is overkill, creates a bigger problem than it solves and will create major practical problem for residents, particularly those who need to be able to park somewhere near their house because they have poor mobility (and there are several people who are in that category through illness or age on the street even if they are not blue badge holders) or who have young children [REDACTED] the impossibility of carrying shopping bags in from the car while keeping hold of the hand of the youngest and directing the older one if [REDACTED] couldn't find a parking space anywhere near to the house. The only way to do it safely without leaving kids alone in the house or the car was to make 15 one-handed trips back and forth to the car with both kids. If I had to park on another street I had the safety problem of trying to cross a street with [REDACTED] while carrying shopping bags. So it might seem no problem on paper if Herbert Street residents have to park several streets away but the kind of practical problems I described which will undoubtedly be created by the current layout are very real. In addition I fear the current planned reduction in parking spaces will impact on house prices in Herbert Street relative to now as having reliably available parking on a street is important to potential buyers, so I feel that Herbert St residents will bear an unfair economic penalty not borne by residents on other streets within the scheme.</p> <p>I am keen that we have residents parking and we want to remain part of this larger scheme, but the current fine scale planning of spaces on Herbert Street is not fit for purpose, it is imposing modern parking bay design appropriate for a newly built scheme onto a Victorian road without proper consideration of better adapted solutions to achieve adequate emergency access. As currently designed the Herbert Street arrangement of spaces is going to impose an unfair toll on Herbert Street residents who have raised all of these concerns during the protracted and various consultations and feel we have not been listened to.</p> <p>Lastly I would add that I could not find a working link to the Public Notice document to 'permanent traffic regulation orders' so I had to do some google searching to find the right web address in order to view the more detailed information needed to understand the implications of the scheme at street level. I would hope for greater transparency in a public consultation process so that there are no barriers to people understanding what is proposed and responding.</p>

164	08/04/2024	Resident		Partly Object	<p>I wanted to express my objection to this parking scheme.</p> <p>I am [REDACTED] on Herbert Street, and while I don't object to the idea of a resident parking scheme in general, planning on leaving less than half the number of parking spaces to houses on the road by having parking on me side only will inevitably create more problems than it solves for residents.</p> <p>It seems clear that many will have to seek parking away from the street that they live on, and the potential competition for limited spaces raises the possibility of friction and disputes developing between neighbours.</p> <p>I have seen other successful resident parking schemes where parking spaces are not restricted but you can only park with a resident or visitor permit, therefore pushing unwarranted parking away and improving conditions for residents not wilfully making things harder for them. I wonder who would pay for a permit that they would not be guaranteed to be able to use when they need it?</p> <p>Additional spaces freed up with a system that prevents unwanted parking without removing options for residents could improve accessibility for emergency vehicles too. Even without these additional spaces we managed to manoeuvre and park two removal vans on Herbert Street without problem just this week to move into our new home.</p> <p>I believe further benefit could be created for local residents by considering fitting car space sized 'bike hangers' in some spaces freed up by the resident parking scheme, allowing those without room in these small properties to securely lock and protect their bikes on road. This was very successful at our previous address in Walthamstow in London.</p> <p>I hope you will listen to what Herbert Street residents have to say on this matter and not push forwards despite objections like mine, and that you will continue to consult those of us effected by plans like this to find a more suitable solution.</p>
165	08/04/2024	Resident		Partly Object	<p>I'm writing to object to the proposed residents parking scheme, specifically as it will impact Herbert Street.</p> <p>Although I do not object to a residents only scheme, the current proposal to have parking bays on only one side of the street will leave less than half the current number of available parking spaces. This will make the parking situation worse as at least half the residents on the street will not be able to park on the street.</p> <p>I do not understand why parking bays cannot be kept on both sides. I have recently moved from London, and there was enough space for the removal vans to pass through, and there is clearly no issue for rubbish removal either.</p> <p>I hope the council will listen to the concerns of the Herbert Street residents and reconsider these plans.</p>
166	11/04/2024	Resident		Partly Object	<p>The available parking proposed simply will not accommodate the needed parking spaces for residents of the local area.</p> <p>Residents of Herbert Street and Springfield Road see our spaces cut from 76 to 36.</p> <p>I also spot error in your drawings on nearby George street which assumes parking on both sides of the road. This is not available and the road is far narrower than Herbert Street where you are proposing parking on one side only. In fact many residents of George Street currently use Herbert Street to park on when they can't find parking.</p> <p>These plans are therefore unworkable, and need serious reconsideration.</p> <p>I can understand the need for residents parking to dissuade non residents from driving in to town, but this is not practical or workable for actual residents who live in the area.</p>
167	04/05/2024 10:37:58 +01:00	Resident	Parking	Partly Object	<p>Far too much proposed new street furniture and signage. No need for individual parking bays to be marked. Proposed restricted hours are still far too long especially compared to other comparable schemes in the city. Still no sight line through bend in Hurst Park Avenue which is dangerous for both cyclists and motorists. Add more short term parking bays near shops.</p>
168	04/12/2024 22:03:09 +01:00	Resident	Parking	Partly Object	<p>I support the idea of a resident's parking scheme but feel this current proposal is too invasive and creates some additional problems and dangers while trying to address the objective of providing parking for residents. I feel the hours are too long and only need be 2-3 hours during the working day to discourage commuter parking. I think on Orchard Ave and Highfield Ave the spaces should be staggered on either side of the street to discourage the inevitable speeding which will occur on each half of the street endangering residents and their children. I think there are far too many signposts and the delivering the information about parking restrictions can be achieved with less signage and still respect the character of the neighbourhood.</p>

169	04/11/2024 22:31:38 +01:00	Resident	Parking	Partly Object	<p>I live within the area proposed for the Milton Road parking scheme, in the Hurst Park estate. I am not wholly in favour of the scheme as it is proposed at present, and am surprised to find that most of the comments that were made by residents in this area at the consultation in autumn 2022 have been ignored. I also question why we have not seen any of the results of that consultation, 18 months after it was completed. Why not? The whole process appears to be deeply flawed.</p> <p>My specific objections to the scheme are:</p> <ul style="list-style-type: none"> - The plans appear to show an absurd and unnecessary number of signs advising drivers of the scheme - 96 new posts in the Hurst Park estate alone! When coupled with yellow lines and white lines marking bays, this will change the character of the estate. I would like to see signs at the entrances to this estate only (Hurst Park Avenue junction with Milton Road, Highworth Avenue junction with Milton Road, and Leys Road junction with Arbury Road), such as those in Newnham and Victoria Park. It is not necessary to ruin our quiet and clutter free estate with dozens of posts and signs. - The operating hours are excessive and unnecessary. They appear to have been set to tie in with the existing Ascham scheme. However the issues faced by residents of that area are entirely different to those of residents in this estate, which would be easily addressed by having much shorter operational hours to dissuade commuters and shoppers from parking here. 11am - 2pm would do this, and reduce the inconvenience to residents and their visitors, as well as shoppers. I have heard it suggested that it is not possible to have different times of operation within the same scheme, but I know there is in fact a precedent for this elsewhere in the city, so I fail to see why it can't work here. - No attempt appears to have been made to accommodate shoppers who use our much-valued local traders on Milton Road. Presently many of their visitors park for 30 minutes or an hour in our estate while visiting those businesses, as there is very limited parking on Milton Road itself (and this is now reduced even further as a result of the road works). We positively want our local shops to thrive, and we understand that they need shoppers from further away who need to travel by car. Why has no attempt been made to introduce short term parking for shoppers on Highworth Ave or Leys Road? We note that the only short term parking is on Hurst Park Avenue, but this is only a few spaces and appears to be designed for visitors to the dentist, not the shops. <p>For these reasons I am not in favour of the scheme as it is currently designed, and I cannot support it. Please take on board the feedback of residents and come up with a better scheme.</p>
170	04/12/2024 11:27:11 +01:00	Resident	Parking	Partly Object	<p>I understand that the desire of the residents' parking is to discourage commuters from parking in the streets for the whole day. I would therefore urge the Council to consider shortening the hours so that it prevents people from parking at the beginning of the working day (for example, 8.30 - 10.30am or 8.00 - 10.00am). This will stop commuters being able to access day long parking while also allowing residents with elderly or disabled family members or visitors, contractors, businesses, to park more flexibly without the added financial burden on residents to provide parking permits for them.</p> <p>It is important that parking provision is made for any businesses in the area. We are one of the few areas in Cambridge where independent businesses are sited and we do not want to risk them going out of business.</p> <p>I do want to state that I fundamentally disagree with the concept of residents' parking whilst the public transport provision is both so expensive and unreliable. It penalises those who cannot afford to live in Cambridge, often in vital but poorly paid jobs. It pushes the problem onto adjoining streets (the areas where it is being introduced in this plan have suffered from increased on street parking because of residents' parking being introduced in the De Freville area and then subsequently Ascham Road/ Gurney Way areas.</p> <p>The Council needs to make better provision for what is an increasingly busy city which has made no allowance for its growth and therefore the pressure on public services. Free park and ride provision along with a Council owned bus service where the profit is put back into the service as in other metropolitan areas such as London needs to be considered as a priority. Running a public service for profit and charging extortionate fares is not effective. For too long, Cambridge residents' willingness to bicycle has allowed public transport provision to be ignored.</p>
171	03/19/2024 21:35:07 +00:00	Resident	Parking	Partly Object	<p>Error on drawing: 17 Highworth Avenue has a dropped kerb. No car parking space is possible there.</p> <p>The proposal includes a lot of signage. If it is not a legal requirement, please consider a reduction of signage and posts.</p> <p>Will the shops on Milton Road and Arbury Road have parking? If not, reconsider this to support local shops.</p>

172	04/04/2024 18:35:41 +01:00	Resident	Parking	Partly Object	<p>I would like to object to one particular aspect of the resident parking scheme proposal.</p> <p>The scheme currently proposes that individual parking bays should be marked on the street. Where there is a marked bay, any resident may park and non-residents may not (with some exceptions for visitors, tradesmen etc.). Where there is NO marked bay, NO-ONE may park.</p> <p>The marking of individual bays has some problems and, as far as we can tell, no benefits.</p> <p>Residents are permitted to state whether a parking bay should or shouldn't be marked across their driveway.</p> <p>- If a resident chooses to have a bay across their driveway, any resident is allowed to park there, making the driveway inaccessible to the owner.</p> <p>- If a resident chooses NOT to have a bay across their driveway, NO resident is allowed to park there, including the owner of the driveway and any visitor or tradesman visiting the address.</p> <p>By individually marking out parking bays in this way:</p> <ol style="list-style-type: none"> 1. Residents have to choose between losing the right to park in front of their own property (for themselves and any visitors), or losing access to their driveway. 2. The total amount of space for parking is significantly reduced. The streets in this area are already used for parking by residents who live on other streets within the area, due to the lack of parking in front of properties on Milton Road. 3. The scheme is more expensive and difficult to establish, as the bays need to be negotiated, painted and maintained. 4. The scheme is more expensive and difficult to police, as parking inspectors have to check not only whether vehicles are displaying valid permits, but also whether they are properly within the lines of a marked bay. <p>The fundamental purpose of the Residents' Parking Scheme is to ensure that non-residents do not park on the designated streets between the designated times.</p> <p>This purpose is equally achieved if individual bays are NOT marked on the street.</p> <p>In this way, the total area for parking is not reduced, driveways remain accessible, and non-residents are prohibited from parking, which is the only point of the scheme.</p> <p>On a separate point, the map showing the proposed parking bays seems quite inaccurate; the alignment between bay boundaries and the properties and driveways doesn't seem correct.</p>
173	03/18/2024 14:01:01 +00:00	Resident	Financial	Partly Object	<p>I object to the scheme on the basis of cost to the residents. I cannot afford the extra £67 per year. At the moment I occasionally use on-road parking outside my house (for visitors, lodgers, tradesmen etc). The cost of buying a permit to do so is unattractive.</p> <p>Suggestion: much of the concern by my neighbours relates to a possible increase in street parking problems caused by new developments and loss of existing spaces caused by the Milton Road GCP changes. Perhaps the new developments could subsidise the residents' parking schemes via Section 106 grants.</p> <p>Suggestion: houses could be given "free of charge" vouchers to allow for occasional on-street parking. More palatable than having to pay £67 per year or worry about buying a weekly visitors' permit.</p>
174	04/12/2024 15:38:12 +01:00	Resident	Parking	Partly Object	<p>Please consider reducing the timing of the parking restrictions to 10.00-12.00, Monday to Friday. I believe this would still be long enough to discourage commuters from parking in the area, but would significantly reduce the inconvenience for residents and local shoppers.</p>
175	04/12/2024 08:58:51 +01:00	Resident	Parking	Partly Object	<p>The parking time restrictions should be reduced significantly. I suggest between 10am-12pm to reduce inconvenience to residents as much as possible. The number 1 priority of the scheme should be to stop commuters snarling up the Milton Road end of Hurst Park Avenue so it's safer for cyclists and children going to school. Aside from that, parking should be open and free to limit inconvenience to residents and those visiting businesses as much as possible, so a very minimal intervention is needed. I also think there needs to be a rethink about the amount of parking available to Arbury Rd and Mulberry Close residents.</p> <p>The biggest issue the estate has in terms of cars is short cutting at speed between Arbury Road and Hurst Park Avenue and vice versa. Driving is often anti social and dangerous from people using it as a rat run because they don't want to wait at the traffic lights. Is there a way to stop this taking place, again without significantly inconveniencing residents?</p>
176	04/11/2024 17:21:35 +01:00	Resident	Parking	Partly Object	<p>I am concerned about the layout of the parking spaces at the Milton road end of Hurst Park Avenue. They are likely to cause the same problem that we currently have - namely only allowing one car to go in one direction and it is a lottery as to whether or not you have to reverse in order to allow the cars to come from the other way. This is frustrating for all and is dangerous for cyclists too. It will also impact the pedestrians at the Milton road end.</p> <p>These spaces are there because they are replacing the ones lost on Milton road and other streets such as Herbert street yet will impact Hurst park residents who are mostly fortunate in having a least one off road parking space.</p>
177	10/04/2024	Business		Partly Object	<p>I am writing to give my views regarding the above proposed scheme.</p> <p>I must say that I cannot support the scheme for Hurst Park Avenue.</p> <p>██████████ Prior to being ██████████ the building was a ██████████ so having a health care facility on Hurst Park Avenue is nothing new. I realise that there have been issues with parking recently, but it has only been since parking restrictions in nearby streets that it has really been a significant problem.</p> <p>There are a number of points that I would like to make.</p> <ol style="list-style-type: none"> 1. The vast majority of residential properties on Hurst Park Avenue have adequate parking on their driveways. It is strange how so many choose to park on the road rather than on their own driveways. I have personally witnessed a resident moving a car onto the road from their driveway to prevent others parking. 2. Most of the staff at ██████████ live outside Cambridge and arrive at the practice early and may leave quite late. ██████████ arrive before 7.30am and rarely leave before 5.30pm. Using the park and ride would require allowing another hour to many of the staff with regard to travel time at both ends of the day. Those staff who, in addition, have child care arrangements may find that this added burden make their own situation un-workable. 3. Loss of the ability to park in the general area of the practice; not necessarily close to the practice, will make accessing ██████████ for very many people very difficult. For many of ██████████ elderly patients; the demographics of ██████████ patient base tends to be of the older age groups, access would become virtually impossible. 4. If access for the staff and patients becomes difficult or impractical, the viability of the practice as a whole may well become such that it closes and the provision of ██████████ and, what is, a true excellent practice, would cease. 5. I can understand that some local residents would feel it would improve the situation in the area, albeit at an added cost to them from the permits required. It would also benefit the city council with a noticeable income with little outlay on their part, although this would surely not be a reason to implement such parking restrictions. 6. ██████████ we are entirely sympathetic to the concept of the idea, but would like to think that consideration would be given to allocation of parking for staff and patients. ██████████ ██████████ when all said and done, been in this same location for very many years and have caused no issues with regard to parking in the past. We have not make this a problem, but will suffer as a result of possible actions taken to resolve it. <p>Thank you for taking the time to read this and I sincerely hope that any solution, should one be considered necessary, will be sympathetic to our cause and to the benefit of the area ██████████</p>

178	10/04/2024	Business		Partly Object	<p>As you are aware from Xxxx Xxxx's letter, the practice has [REDACTED] members of staff, however, about [REDACTED] people would be working at any one time within the [REDACTED]. [REDACTED] have six parking spaces within the property, of which one is designated for disabled use.</p> <p>Not only do [REDACTED] patients travel from afar to see [REDACTED] with special interests such as [REDACTED] but [REDACTED] team members travel to work from afar, s [REDACTED] have children, who they drop off at childcare facilities on route to work. This would not be possible using the unreliable bus service and would result in many team members being forced to leave the practice as a result. In their current form, these parking restrictions would have a detrimental impact on the livelihoods of [REDACTED] staff and on the practice's ability to best serve the local and wider community.</p> <p>I appreciate that the Council need to introduce measures in order to deal with the issues around parking in the locality, I respectfully request that you consider a compromise that would reduce disruption and allow the practice to work in harmony with the residents.</p> <p>I fully support Xxxx Xxxx's suggestions in his letter dated 2nd April 2024 -</p> <ul style="list-style-type: none">• Disabled bays adjacent to the practice.• Sufficient bays where parking is restricted to 2 hours. This would deter commuters and people working locally from parking in the Avenue all day. However, it would allow our patients, friends of the residents, workmen and carers to park for a reasonable length of time.• Ideally, we would also like business parking permits for the staff. <p>I believe such schemes have worked well in areas such as Newnham and also close to home in Ascham Road where a 1-hour restriction exists outside the Registry Office.</p>
179	02/04/2024	Business		Partly Object	<p>[REDACTED] the property at Hurst Park Avenue. [REDACTED]</p> <p>The practice has [REDACTED] however, about [REDACTED] people would be working at any one time within the [REDACTED]. [REDACTED] have six on-site parking spaces of which one is designated for disabled use.</p> <p>You will be aware that since parking restrictions were introduced in the adjacent streets. The overflow of parked cars into Hurst Park Avenue has caused disruption and resentment for residents. This was not the case prior to the restrictions when [REDACTED] patients had no significant effect on parking in the Avenue.</p> <p>The practice serves the local community, [REDACTED] estimate that about 35% of [REDACTED] patients live locally. Most of these attend on foot, by bicycle or in some cases public transport. However, much [REDACTED] patients travel from across the county for [REDACTED] estimate that 90% of these patients travel to the [REDACTED] by car.</p> <p>[REDACTED] when patients find it challenging to use the park and ride and other public services, they forgo attending the practice, [REDACTED]. It is also the case that many are elderly, lack mobility and find the process of attending stressful enough. If it were the case that unsympathetic parking restrictions were imposed these patients simply would not attend. This would be disastrous for the practice and the service [REDACTED] as well as the general impact on public health, especially in light of the fact that many patients are already anxious about attending a dental practice, [REDACTED].</p> <p>[REDACTED] cannot see that the practice will survive if strict residents parking restrictions are introduced in the area.</p> <p>I accept that any requests to not introduce parking restrictions are unlikely to succeed. Therefore, I would ask you to consider a compromise that would reduce disruption and allow the practice to work in harmony the residents.</p> <p>My suggestion would be along the following lines:</p> <ul style="list-style-type: none">• Disabled bays adjacent to the practice.• Sufficient bays where parking is restricted to 2 hours. This would deter commuters and people working locally from parking in the Avenue all day. However, it would allow [REDACTED] patients, friends of the residents, workmen and carers to park for a reasonable length of time.• Ideally, [REDACTED] business parking permits for the staff. <p>I believe such schemes have worked well in areas such as Newnham and also close to home in Ascham Road where a 1-hour restriction exists outside the Registry Office.</p> <p>As a public body you are aware of the current crisis in the availability and access to good [REDACTED] practices, the impact of imposing strict parking restrictions is insurmountable not only to the practice but also the community.</p> <p>[REDACTED]</p> <p>similarly, I would be very grateful if you could find time to talk over this matter with me.</p>

180	11/04/2024	Business		Partly Object	<p>I am writing to express our concerns regarding the proposed permit parking in our area, specifically its potential negative impact on [REDACTED]. As a vital part of the community, [REDACTED] relies on the accessibility and convenience of parking for both our staff [REDACTED]. Implementing permit parking would create significant challenges for our staff, many of whom rely on personal vehicles to commute to work.</p> <p>The additional financial burden of having to pay for parking permits could force some of our valuable team members to seek employment elsewhere, disrupting our operations and affecting the quality of service [REDACTED]. Furthermore, the possibility of [REDACTED] facing difficulties finding parking could result in a decline in business, ultimately jeopardizing the sustainability of [REDACTED].</p> <p>We have built our lives around this job and are deeply invested in the well-being of our business and the community it serves.</p> <p>We understand the need for parking regulations, but we urge you to consider the unique circumstances of our situation. Many of our staff members reside outside of Cambridge and have irregular work hours, making public transportation impractical. Additionally, childcare arrangements further limit our flexibility in commuting options.</p> <p>Considering these challenges, we kindly request that sufficient parking permits be allocated to our business to ensure that our staff can park conveniently and affordably. This will not only support our team members but also contribute to the continued success of our business and [REDACTED].</p> <p>We appreciate your attention to this matter and welcome the opportunity to discuss potential solutions further.</p> <p>Thank you for considering our concerns and the impact of the proposed permit parking on our business.</p>
181	04/12/2024 10:49:20 +01:00	Resident	Parking	Partly Object	<p>I am against the implementation of more parking restrictions and permit holder parking bays in Leys Avenue as I do not believe it is necessary. It will also impact on local shops and services in the area.</p> <p>Please consider reducing the hours when permit holder permits need to be displayed in parking bays to 11-2.30 (9.30 -3 is excessive).</p>
182	03/25/2024 19:37:01 +00:00	Resident	Parking	Partly Object	<p>I accept that we will be going to see a Residents' Parking Scheme in the Milton Road Area. However I am opposed to the proposed scheme for the following reasons:</p> <ol style="list-style-type: none"> 1.The time restrictions are much too long. This goes against one of the Statements of Reasons for the scheme is: For preserving or improving the amenities of the area through which the road runs. It seems to be punishing the everyday lives of residents, when a lighter touch scheme could prevent the commuter parking but allow people to be able to have visitors during the rest of the day. The reason I have been told is that it makes it easier for the traffic wardens to patrol if they have a long period to do it in. So it makes it easier for them but very hard for residents. Benson North has 9-12. Could we have the same or 10-12 or 11-1pm say. If it is a long period people will simply risk parking on the assumption that they are unlikely to get caught on the once-a-day visit from the warden. 2.The junction of Leys Road and Arbury Road is extremely awkward and dangerous. The double yellow lines need extending to enable cars to exit and enter Leys Road safely. 3.The road surface on Leys Road is appalling with constant and dangerous deep potholes. Will the road be resurfaced before they come along with the paint to mark out the parking bays? 4.For a long time there has been concern about the safety of road users and cyclists in particular on the bend in Hurst Park Avenue where visibility is poor. Double yellow lines there would allow for better visibility. A site visit at 8.30ish on a weekday morning when children are cycling to school would make the problem clear to planners. 5.The shops and businesses on Milton Road and Arbury Road will be badly affected. Could a few short-term spaces be added that would allow for users to park. Has any consideration been given to those who work in the shops who won't be able to park nearby? 6.Cambridge is a city that is renowned for its innovative technology. Why can't the parking permit be done online as it is on many places. In Brent, London, residents can just book and pay online for a visitor's parking place on the day. It would save everyone a lot of time and frustration and it would save money on the administrative posts currently required.
183	04/12/2024 19:37:02 +01:00	Resident	Parking	Partly Object	<p>I would like the council to consider changing the restricted times to between 10.00hrs and 14.00hrs. This would have the same deterrent effect on people parking all day, with less impact on residents.</p> <p>I would also like the council to ensure that conspicuous signage should appear only at the entrance to our estate, with perhaps one or two extra signs further in.</p>
184	04/12/2024 19:34:42 +01:00	Resident	Parking	Partly Object	<p>I would like the council to consider changing the restricted times to between 10.00hrs and 14.00hrs. This would have the same deterrent effect on people parking all day, with less impact on residents.</p> <p>I would also like the council to ensure that conspicuous signage should only appear at the entrance to our estate, with perhaps one or two extra signs further in.</p>

185	04/12/2024 19:28:31 +01:00	Resident	Parking	Partly Object	<p>OBJECTION, TRO PR0998 proposes to obstruct vehicular access to property in Leys Rd [REDACTED] (Milton Road Area, Cambridge)</p> <p>COMMENTS AND OBJECTION I live at xx Leys Road, Cambridge [REDACTED], where I am [REDACTED] I write to make OBJECTION against the proposed traffic regulation order PR0998 with its associated map, affecting Leys Road, because they show a proposal to install two on-street car-parking places/bays where there is not enough room for them, outside the adjacent frontages of my house No.xx Leys Road and the adjacent house of my neighbour who is [REDACTED] at No.xx Leys Road.</p> <p>GROUND'S FOR OBJECTION The proposed two car-parking bays would at one end obstruct vehicular access to my open frontage and off-street parking at [REDACTED] Leys Road, while at the other end they would also obstruct access to the open frontage and off-street parking of my adjacent neighbour at No.xx Leys Road. There is not room for two parking spaces outside [REDACTED] Leys Road.</p> <p>Therefore I object, and request amendment of the proposed TRO and map, to avoid making the obstruction described above that would arise from implementing the proposal as it now exists.</p> <p>(I note that my neighbour of xx Leys Road, has already sent in an objection against the same pair of proposed car-parking spaces on similar grounds to these. I support her objection.)</p> <p>NOTE: Refusal of unlawful duress. This response webpage has imposed on me an unlawful condition for submitting my objection: namely it requires me to agree to a 'Privacy Policy' before it will accept this reponse. The 'Privacy Policy' is spread over a number of information pages and is practically indigestible. More importantly, my rights to comment and object are not by the general law conditional on any such forced 'agreement' as the one that has been imposed. I have crossed the box in order that the system will accept my consultation feedback, but I have done so under the unlawful duress represented by the unlawful condition that without this box-tick my response will not be registered. I do not agree to be bound by this forced element of my response, and I agree only that my details may be used to the extent required by the general law and no further.</p>
186	04/10/2024 18:07:18 +01:00	Resident	Financial	Partly Object	<p>Already during the COVID lock-downs, those lucky enough to have access to property with vehicle parking were able to declare their vehicles as unused via SORN, whereas those whose only option is on-road parking had no other option than to keep paying vehicle tax. Now this residents' parking scheme, as detailed, can only been seen as another tax on smaller properties. Unless all vehicle parking within the boundary - including that on private land - is equally charged-for, then this is simply a stealth-tax upon the less property-rich, and it cannot be seen as any form of disincentive to private vehicle ownership, as it doesn't apply to all households or vehicles equally.</p> <p>But it doesn't have to be this way - grant every household (without a driveway) at least one parking permit at no cost, and allow further permits to be acquired at an escalating cost: this wouldn't eliminate the unfairness compared to properties with driveways to park on, but at least it throws a lifeline of sorts to the most needy.</p> <p>There is also the issue that properties with driveways have the option to charge electric vehicles via preferential home-tariffs or even for free with solar panels and storage batteries. Residents who park on the street are already denied this option, and commercial charging options are magnitudes more expensive.</p> <p>Cambridge lacks the Public Transport infrastructure to support families abandoning their cars entirely, and these schemes simply increase the costs for less well-off residents in more meagre housing, which makes people on the whole be more likely to be unable to afford to upgrade to vehicles which are non-polluting during their active lifetime. To resolve this I would like to see any residents' parking scheme be required to fulfil:</p> <ul style="list-style-type: none"> * Free permits granted to each household without a driveway for at least one vehicle, preferably two; * An accelerating cost per permit for further permits (beyond 3 or 4?) for households without a driveway, but with a note that this is still inherently unfair given that properties with driveways are not required to pay anything - and so permits for properties with a driveway should be chargeable initially with no free options and could be potentially charged at a higher overall rate; * For the restrictions placed upon vehicle parking being imposed on those without driveways and to make-up for the inconvenience and any cost of the scheme, provide EV charging infrastructure with is subsidised or otherwise price-controlled to encourage residents without driveways to also upgrade to rechargeable vehicles with the confidence that they will be able to keep them charged. <p>Otherwise, all that this scheme achieves is to partially address a relatively inconsequential issue (of non-residential day-time parking) at enormous expense and inconvenience to residents without driveways who will suffer an effectively mandatory stealth-tax on more modest properties: as such - one which will hit the least able to pay the hardest whilst the already wealthy with large properties (offering plenty of parking options) will not be impacted at all. Clearly, this is unfair, unjust, and not something that any participant in a modern civilised society should be considering.</p>
187	13/04/2024	Business		Partly Object	<p>I am a [REDACTED] that lives within the proposed parking scheme area and [REDACTED] at xxx Milton Road. I am responding on behalf of myself and fellow traders who are members of the Milton Road Business Group.</p> <p>We believe that the proposed scheme will be detrimental to the 40 local businesses on Arbury Road and Milton Road which are within the parking scheme boundary and object to the proposals in the current form because there is a lack of any mitigation to the impacts in the form of new Pay and Display or 30 minute bays.</p> <p>The GCP are claiming that shops are “outside the scheme area” because there are no residents bays directly in front of them and because some have private off road parking bays. In fact, shops will be directly impacted both by loss of parking spaces for customers on neighbouring streets and also displacement parking by commuters and others into the shops private parking areas to avoid the parking restrictions from the scheme.</p> <p>A significant cause of concern is the lack of any mitigation to these impacts in the form of new Pay & Display or 30 minute parking bays. Such bays have been shown to be beneficial where implemented on other parking schemes in Cambridge e.g. Ascham Road, De Freville area etc. Local customer parking is frequently of short duration and under 30 minutes, so does not cause the congestion of long term commuter parking – this needs to be catered for</p>

					<p>We note the following:</p> <ul style="list-style-type: none"> • All on street free parking on Milton Road has been lost owing to the Milton Road Scheme, this loss of spaces is already causing huge pressure on the small number of private parking bays belonging to shops • The on street 30 minute bays serving the 15 shops/businesss between 109 and 147 Milton Road have been reduced in number to only 6 to 7 spaces by the Milton Road improvement scheme (currently under construction). • These shops typically have forecourts with either 1 or 2 off road private parking spaces which serve customers and shop staff. Of these 15 businesses, 13 do not have any rear access so that forecourts also need to be kept clear for deliveries. • Private forecourts will be outside the residents parking scheme but will become seriously congested due to the loss of neighbourhood parking and displacement of commuters from neighbouring streets who can no longer park due to scheme restrictions. • The 20 businesses between no. 1 and no.36 Milton Road are only directly served by 7 x 30 minute bays in front of the shopping parade • Currently, customers visiting 5 shops at Nos 1A to 1E Arbury Road and the Arbury Road Vets (32 Arbury Road) all park on Arbury Road. These shops have very limited forecourts, so that all customers currently park on Arbury Road would no longer be able to park under current scheme proposals,.This will lead to increased pavement parking near 1A to 1E Arbury Road and create a very serious safety issue. • The new 2 hour bays proposed on Hurst Park Avenue are principally located to serve the neighbouring dental practise and are not adequate extra provision for the 40 shops and businesses which are located within the overall scheme boundary. • We would like to request the provision of new pay & display bays in locations such as Arbury Road, Hurst Park Avenue, Highworth Avenue and Leys Road. We suggest that there is space in these streets to have Pay & Display Parking because many residents have off-road parking on private driveways • New Pay & Display bays could be located outside nos 1 to 7 Arbury Road – these would be heavily used by the neighbouring 20 shops on Arbury/Milton Road and Veterinary practise • New Pay and Display bays could be located near the Junction of Leys Road and Arbury Road (parallel with gardens of 61 and 63 Arbury Road). These would be heavily used by shops and Vets practise as noted above • New Pay and Display bays could be located in front of 6-10 Highworth Avenue and serve all 35 shops on Milton Road
188	04/09/2024 10:48:38 +01:00	Resident	Parking	Partly Object	<ul style="list-style-type: none"> •Parking schemes involve costs for resident and visitors permits and inconvenience in using visitor permits. Some roads don't have a problem with commuter parking, at least not yet, so there is only a downside for them. •The visitor permits are not a solution for houses with a lot of visitors (this includes care workers and NHS personnel) and workmen etc. as there is, apparently, a limited number of permits that can be purchased.. •There would be a loss of available parking spaces as the permitted spaces will be fewer than the number people currently use. This could mean fewer spaces than cars in some places like Leys Avenue and especially Mulberry Close. <ul style="list-style-type: none"> •It is likely that the scheme offered would be the same as the Ascham Road scheme and combined with Ascham Road, The Triangle and Arbury Road East. This would mean there could not be a scheme with, say, "parking banned for 2 hours at midday" which would be easier for visitors and would stop the commuter traffic that is the only problem. •The proposed scheme does not take into account the very particular nature of Mulberry Close that is a Ltd Company. Mulberry Close has three private bays that will be difficult to 'police' to ensure commuters don't use. Will the Council do this on our behalf? No, of course they won't! •The Grass banks entering Mulberry Close, right and left, are Private Property , owned by Mulberry Close, as is The Green. You do not have permission from our residents to put any 'street furniture or signage' on this land. Please be ABSOLUTELY AWARE of this and do not 'trespass'. •The time you are suggesting for the Residents Parking are unnecessarily long. We only need (if we need it at all) a couple of hours during the day to stop commuters. <p>Sadly, I doubt if you will take any notice of this as residents are aware of the strategy of continual 'consultations' that wear down all of us because you keep on going until you get the answers you want. The old adage of 'save your breath to cool your porridge' come to mind.</p> <p>Resident are also beyond annoyed that the City Council apparently have no teeth and we are totally governed by the County who have no remit to look after City residents at all.</p>
189	12/04/2024	Resident		Partly Object	<p>Mulberry Close has functioned well and I certainly am not happy about the scheme coming to our street.</p> <p>I especially dont like the restriction to our visitors.</p> <p>I am racking my brains for a solution as am told cars from outside areas will use our spaces unless we restrict them somehow. Is the main problem people going to work in Cambridge? In which case restrictions 9 to 1 MONDAY TO FRIDAY may be enough to discourage I have been unwell but wish that a bit more time allowed to see what other towns do in England and other countries</p>
190	15/04/2024	Resident		Partly Object	<p>I previously responded in the 2022 consultation about the parking scheme, which, as was recently explained to me, was in fact interpreted as a referendum on whether the scheme should be taken forward.</p> <p>A concern with that is, that at least some of our neighbours did not submit their own response, thinking that it was sufficient that someone — anyone— would raise issues, and knowing that representatives of Mulberry Close Residents Society1 would be responding. This misunderstanding of the process may have skewed the responses and the outcome, and I would be grateful if you would make the committee aware of this possibility. I hope the committee will agree this was a reasonable misunderstanding: it was after all called a consultation –not a referendum– suggesting that any objections would be judged on their merit, and not primarily on the sum of popular support.2</p> <p>Secondly, I note that the Statement of Reasons for the TRO sets out that it is intended to benefit “in particular, those with little or no off-road parking available.” This would suggest that we’re perhaps undertaking this scheme particularly for the benefit of a street like Mulberry Close (where there are many such homes without off-road parking), more so than for most other streets in Hurst Park Estate (where most homes do have a driveway), where –we suspect3– support for the scheme may have been stronger. I would, on this basis, like to submit that it would not be out of order for the committee to give special consideration to the opinions of those residents that are the stated main beneficiaries of the scheme.</p> <p>Thirdly, I’m afraid I need to us advancing to the TRO stage now, before having discussed the implementation issues4. The fact that MCRS didn’t receive feedback on its response to the consultation, although we indicated that there were multiple concerns about the impact of the scheme on Mulberry Close, makes that we worry whether we’ll be able to get our concerns addressed at the implementation stage. I would therefore like to ask for time to have that dialogue first, and to see the results reflected in the plans attached to the TRO, before we move to the implementation stage.</p>
191	04/05/2024 09:50:25 +01:00	Resident	Parking	Partly Object	<p>Please include some visitor parking bays for the shops on Milton road. I greatly enjoy visiting the greengrocers there, and often buy things bulky enough to require driving.</p>

192	12/04/2024	Resident		Partly Object	<p>There are many problems with the plans as currently published including bays across driveways and limited access to driveways if bays are put into place. We understand that there will be tweaking of the final plan before implementation.</p> <p>Serious issues have been flagged re: short-term parking for patrons of the shops on Milton Road, specifically on Arbury Road, Leys Road and Highworth Avenue. These businesses are already suffering major cash-flow and access issues because of the traffic situation created by the Milton Road scheme. It is essential that these vital parts of our local community are able to continue their business, both for them and us.</p> <p>The timings proposed for the Residents-only parking on a daily basis in the Hurst Park Avenue and associated area seems to be far too restrictive. We understand that the timings have already been eased for the Ascham Road scheme to allow tradesmen to work conveniently. Many of us rely on regular visits from carers and home support who need transport and the current restrictions will make life very difficult for many residents. Restrictions between 9-1.00 or 10-2.00 will help with this and stop the commuter parking.</p>
193	04/08/2024 10:11:07 +01:00	Resident	Parking	Partly Object	<p>In principle, I have no objection to improving the ability for residents to park in the Springfield Road Area. However, I feel that this particular approach is short-sighted for a number of reasons:</p> <p>(a)The major parking limiting factor on Springfield road (and similar roads around here) is simply one of physical constraints – it is only possible to park on one side of this (Springfield) road, which necessarily means that 50% of residents will not be able to park on this street at any given time. This is further exacerbated by the fact that the Victorian terraced houses are generally narrower (for example, my house is approximately 3.7 meters wide) than the average modern car (which, according to the AA (https://www.theaa.com/breakdown-cover/advice/parking-space-size) is >4 meters). As such, it is never going to be possible for every resident in this street to park in this street concurrently if they are using on-road parking, even if one were to assume that every resident has only one car.</p> <p>(b)The driving force behind the imposition of restrictions appears to be the assumption that parking space is limited by rail commuters parking in residential spaces. I think that this to be unlikely to be the case for two reasons:</p> <p>(1) This area is 2 miles from both stations. No-one (sane) looking for parking to commute using a station is parking a 40-minute walk (8 minutes less than the total time it takes to travel from London -> Cambridge by rail!) from the station.</p> <p>(2) My experience of parking in the area is that it is most competitive on weekends and evenings, and generally freer during the day. This leads me to conclude that the majority of the cars parked in the area are those of residents, who then drive their car to work during the day, before returning in the evening.</p> <p>(c)Even if I am incorrect in either of the two above points, and the parking issues in this area are caused by commuters or non-residents parking in the area, thereby preventing residents from parking, it does not logically follow that the solution to this problem is to charge residents the rather substantial sum of £63 for the privilege of parking in their own street. If the council would like to reduce the number of visitors and commuters parking in this area (something I have no objection to in principle), I feel the cost should be incurred by the visitors or commuters in question rather than by putting the cost onto residents. One example of how this could be achieved would be to introduce time-limited, pay-and-display parking for visitors and issue free permits to those who live here. The statement “we would like to ensure that only residents are parking in this street during the hours of 09:30 -> 15:00 by requiring cars parked during this time to be in possession of a permit assigned based on street residency” logically does not need to be followed by the conclusion “to do this, we will charge those eligible for a permit, for said permit”. Were the permits to be issued for free, I still maintain my position that it would do little to improve the parking situation in the area, and so be a relatively pointless and ineffectual endeavour, but I would be happy to be proven wrong, and would no longer object the scheme</p> <p>(d)Fundamentally, if the council would like to improve parking in this area, I feel this is only practically achievable by increasing the physical capacity. One example option (which I would not be hugely supportive of but is the reasonable logical solution to the stated aim of the council to increase the ability of residents to park in the vicinity of their houses) would be to investigate the scope of building a carpark, e.g. by re-developing the area on Milton Road Roundabout which is currently occupied by disused commercial/office buildings).</p> <p>(e)Finally, I would appreciate clarification as to the proposal for the assignment of permits – will each house have (e.g.) three permits that they can then put in the window of the car they would like to park, or will the cars be pre-assigned when applying for permits? At the very least, I would strongly encourage the latter option – I appreciate being able to have either my partner (resident in the Cambridge area) or family visit, or indeed have the ability to have workmen and then use the permit assigned to my house for the visitor (e.g. partner, family, tradesman) I have at the time, rather than having to pre-determine in advance which cars I would like to make eligible.</p>
194	08/04/2024	Resident		Partly Object	<p>I am writing on behalf of [REDACTED] to object to the planned parking scheme TRO Reference PR0998, Milton Road Area, Cambridge.</p> <p>Fundamentally, we think residents parking permits for the area is a good idea. We now work from home regularly and it is evident that the parking in the area is heavily used by commuters who work nearby, which makes it busier and makes parking difficult for the residents here.</p> <p>However, our objection is based on the plans shown in 'PR0998 Drawings'. The suggested layout of the bays will not work for residents. It looks as if there will only be parking on one side of the road on Herbert St, going from roughly 60 spaces to 25, and also fewer spaces on Springfield Road.</p> <p>In your document entitled 'PR0998 Statement of Reasons' you say:</p> <p>The Authority's reasons for proposing to make the above named Order(s) are as follows:</p> <p>1.For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).</p> <p>2.For preserving or improving the amenities of the area through which the road runs.</p> <p>I believe neither of these are valid reasons. Having lived here for [REDACTED], we know that in relation to point one, cars and small vans can pass down the road with no problem as long as they are considerate drivers. Larger vans will have an issue whatever, particularly on Springfield Road where they cannot turn into Herbert Street anyway. We have never had an issue, companies are aware some roads may be inaccessible for their vans and have ways of dealing with this. Amazon deliveries make up a significant proportion of small van traffic, and from experience, damage to cars. In order to reduce number of vans and traffic, residents can use alternative post sites e.g. Coop (of which there are 2 less than a 3 minute walk away) or OneStop (a 10 min walk), which also reduces the environmental burden. In relation to point 2, there are no 'amenities' in the area, only residential housing, and we all saw what the road was like when we decided to move here. Finally, by removing obstacles in the road (i.e. the parked cars in this case), it is likely vehicle speed will increase, leading to more noise for residents living on a quiet street and danger to pedestrians and cyclists. This therefore hinders both points 1 and 2.</p> <p>The reduction in spaces will be problematic as many residents will no longer be able to park, and lots of us have cars for valid reasons, where it is unlikely we contribute to general congestion in the area. I am willing to provide more detail on my own personal circumstances if required.</p> <p>We are happy to work with you to find an alternative option for resident parking (and are also fine with how things are now).</p> <p>Many thanks in advance for your consideration,</p>
195	04/04/2024 10:44:16 +01:00	Resident	Safety	Partly Object	<p>It feels like this will make Union Lane even more dangerous for pedestrians and cyclists due to increase traffic just outside the parking restriction zone. I would like to see Union Lane either made at least one way or better yet closed to traffic before any scheme is implemented. At the very least Union Lane should also be covered by resident parking.</p>

196	11/04/2024	Resident		Partly Object	<p>It is not clear to me that there are free short term parking bays to service the Milton Road and Arbury Road shops, also the Dental practice at the end of Hurst Park Avenue. I think it is important some provision is included.</p> <p>At an earlier consultation meeting, and in a previous submission, I pointed out that the inflexion in Hurst Park Avenue is a dangerous pinch point when there are cars parked on both sides of the road, because forward visibility is greatly restricted. I think that the layout of bays on this stretch needs to be reviewed with this in mind.</p> <p>The hours that the scheme is active are too long and too restrictive. The objective is to discourage commuter parking, I think 10:00am to 12:00am would be sufficient.</p> <p>Double yellow lines between the bays are also too restrictive and prohibit parking in the evening and at weekends when there is not a problem. Why not single yellow lines that are enforced only during the parking scheme hours?</p> <p>It would be far preferable for the Hurst Park streets (Hurst Park Avenue, Orchard Avenue, Highfield Avenue, Leys Avenue, Leys Road) to be treated as a PPA. There are only two points of access at present which could easily be clearly marked. I do not see the problem with this, it would save the expense of street markings and reduce the number of signs required.</p> <p>A lot of new posts are proposed for parking signs. Please minimise these and use more of the existing street furniture.</p> <p>Park and Ride service need to be improved to remove parking pressure on residential streets. Why not charge for parking but not for the bus to encourage car sharing?</p>
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197	18/03/2024	Resident		Neutral	<p>Further to the below, there seems to be a huge amount of parking between 15-27 Arbury Road removed in the proposal if my understanding is correct. These are all houses without their own driveways.</p> <p>I suggest that this needs to be revisited, as we will have more cars fighting for fewer spaces and having to pay for the privilege of doing so.</p> <p>As a resident of Arbury Road, in my view and in the main I don't have a problem with parking near to my house from Monday- Friday 9:30 - 3pm. ([REDACTED]).</p> <p>For the businesses such as the hairdressers and beauticians, introducing permitting will mean customers (or the business) have to pay extra money for a daily permit in order to access the business (a lot of these clients are elderly) which may hinder their profitability and cause extra strain on a local family business.</p> <p>What does cause an issue, and traffic, are the cars that temporarily pull up to visit Al Noor Groceries. This could be for 15-20 minutes at a time directly on the pavement outside blocking pedestrian access or on the double yellow lines which makes it difficult for cars to pass and causes congestion. Many of these are loitering vehicles and contribute to the unnecessary noise and emissions. I don't believe that residential permitting is going to help this particular situation or dissuade drivers to temporarily park on the road.</p>
198	11/04/2024	Residents Assoc		Neutral	<p>One of the stated aims of ARERA is to: “Improve safety on our road and pavements – especially for pedestrians and cyclists as our most vulnerable road users”, https://arera.org.uk/about-arera/mission-statement/.</p> <p>One of the stated objectives of the Greater Cambridge Partnership's Active Travel project is: “creating safe and easy routes for walking and cycling: all our infrastructure schemes integrate active travel”, https://www.greatercambridge.org.uk/sustainable-transport-programme/active-travel-projects</p> <p>Given the alignment of ARERA's aim and the GCP's objective, it ought to be easy for the GCP to engage with ARERA to discuss improving pedestrian and cyclist safety on Arbury Road east.</p> <p>This is especially so since this stretch of Arbury Road connects two nodes in the County Council's Local Walking and Cycling Infrastructure plan, see the Node map with links for the Cambridge area, Cambridgeshire's Local Cycling and Walking Infrastructure Plan, 2023 revision, page 13, https://cccandpcc.sharepoint.com, attached.</p> <p>And this engagement should be pressing because, as the County Council's map of cycles routes shows, Arbury Road east is part of a LWCIP route that has yet to be completed, see https://cccandpcc.sharepoint.com, attached.</p> <p>Sadly, this is not the case.</p> <p>For five years, since its inception in 2019, ARERA has struggled in its attempts to engage with the GCP about the work that needs to be done to complete the Arbury Road East Section of the LWCIP's designated priority cycle route.</p> <p>However, in the plan accompanying the TOR for the Milton Road Area Residents' Parking Scheme, the GCP now shows the introduction of a very short stretch of cycle path on the north-side of Arbury Road east. This will run from outside No. 106 just to where Arbury Road east narrows outside No. 88.</p> <p>In its request for additional information for what is being proposed for Arbury Road east under the TRO for Milton Road Area, ARERA asked the CCC: “What does the CCC expected cyclists using this new designated cycle path to do when they reach the end of it: a) ride on the pavement or b) ride on Arbury Road east along its most congested stretch down to the Milton Road junction?</p> <p>The County Council asked the GCP to respond to this question.</p> <p>It failed to do so.</p> <p>The County Council should challenge the GCP to answer this question since its answer concerns the safety of all of the cyclists, pedestrians and motorists who use this very narrow, congested, polluted and dangerous section of the LWCIP cycle route.</p>
199	31/03/2024	Resident		Neutral	<p>My parents live at xx Arbury Road and are aware of the proposed changes to parking.</p> <p>As even numbers, under the new system they would not be able to purchase resident and guest parking at leys road and the surrounding area.</p> <p>[REDACTED] Will there be any leeway given for their situation? This move would encourage them to dig up the garden, getting rid of green space and a haven for wildlife.</p>

200	26/03/2024	Resident		Neutral	<p> who lives in the CB2 area.</p> <p> then need to get to him asap.</p> <p>If I am parked 10 minutes away this could have serious implications as each minute is very important in case </p> <p>It might seem no problem on paper if Herbert Street residents have to park several streets away but the kind of practical problems I described which will undoubtedly be created by the current layout are very real. In addition I fear the current planned reduction in parking spaces will impact on house prices in Herbert Street relative to now as having reliably available parking on a street is important to potential buyers, so I feel that Herbert St residents will bear an unfair economic penalty not borne by residents on other streets within the scheme.</p> <p>I am keen that we have residents parking and we want to remain part of this larger scheme, but the current fine scale planning of spaces on Herbert Street is not fit for purpose, it is imposing modern parking bay design appropriate for a newly built scheme onto a Victorian road without proper consideration of better adapted solutions to achieve adequate emergency access. As currently designed the Herbert Street arrangement of spaces is going to impose an unfair toll on Herbert Street residents who have raised all of these concerns during the protracted and various consultations and feel we have not been listened to.</p>
201	12/04/2024	Resident		Neutral	<p> I have already put in a comment on line about the fact you have marked double yellow lines across our drive which needs correcting. I have also noted the lack of parking bays near the houses on the corner - . This will cause a significant problem particularly if we need work doing on our house as workmen will not be able to park nearby. Currently, there is room for a small car between our property and number xx and also on the other side of the road, without disrupting traffic flow. I hope you will consider this in your revisions</p>
202	07/04/2024	Resident		Neutral	<p>I am writing about the proposed Resident Parking Scheme for the Milton Road area.</p> <p>Two points and one question.</p> <ol style="list-style-type: none"> 1. Much shorter hours would serve exactly the same function as the proposed hours, and be much less inconvenient for residents. I suggest 11.00am to 1.00pm is quite enough. 2. The Hurst Park Estate is becoming horribly urbanised. Please could we NOT have signs all over the estate, but simple clear and obvious signage only at the two entrances to the estate ie where Hurst Park Avenue meets Milton Road and where Leys Road meets Arbury Road. This would also be cheaper for the council, as well as being more pleasant. 3. Will visitors be able to display a parking permit for a full day so that they can take a day trip out with the person they have come to visit, without having to return midday to put another permit in their vehicle?
203	10/04/2024	Resident		Neutral	<p>We have experienced that when a car is parked outside Hurst Park Avenue we cannot access our driveway without driving on the grass verges and it is very difficult to reverse from our driveway on to the road.</p> <p>We therefore welcome double yellow lines on the south side of H.P.A.</p>
204	04/12/2024 13:17:21 +01:00	Resident	Parking	Neutral	<p>It would be better if the parking restrictions just prevented commuter parking and caused as little inconvenience to residents and their visitors as possible. The restricted times could be 11am to 2.30pm to allow for this.</p>
205	25/03/2024	Resident		Neutral	<p>First I would like to say that after a year of the up to date plan not being made available it seems that the bulk of the suggestions made during the November 2022 consultation have been completely ignored. This includes parking being allocated across driveways, such as with No. Highfield Avenue. There should have been feedback listing the suggestions and why they had been accepted or rejected. Could we please have these now and produce them for this round of consultation? If people provide suggestions in good faith and they are just ignored it destroys any trust in consultations and people will just berate councillors directly about all of it? Is that what councillors would prefer.</p> <p>These are my specific comments at this stage:</p> <p>LocationIssueSolution</p> <p>Arbury Road at Leys Road junctionLack of visibility on exit with large vans parkedExtend yellow lines in arbury road to provide adequate visibility. This is essential for safety and is jsut an accident waiting to happen on a road with 2 fatalities in recent years.</p> <p>Highfield Av, driveway of Leys AvDriveway blocked by parkingPut parking on the opposite side of Highfield Av, just leaving a gap will waste parking space</p> <p>Highfield AvParking space on corner reduces visibility and puts traffic from both directions in the middle of the road. This is particularly dangerous for cyclists.Remove parking space</p> <p>Disabled parking space in Leys AvThis already exists and is not on the planAdd disabled space to the plan</p> <p>Highworth av near milton roadLack of parking for shoppers etcAdd short term or pay and display parking for shoppers etc</p> <p>All of HPEDifficulties with visitorsChange time of parking ban to 12:00 to 14:00, there are different times in Benson RPS, This is the most feasible change which would soften objections to the scheme. The use of this in Benson destroys the arguments against it. Also, Although HPE is in the Ascham scheme now it is clearly a separate space.</p>
206	03/29/2024 09:41:50 +00:00	Resident	Parking	Neutral	<p>I am concerned that the parking bays proposed directly outside my house are too numerous (3) and will either overlap my drive or be so close to it that it will become impossible to enter or leave the drive safely due to poor visibility as a result of parked cars.</p>
207	04/02/2024 12:58:22 +01:00	Resident	Parking	Neutral	<p>I have noted the number of new posts which would be installed on pavements to carry information on the residents parking restrictions. The number of posts is excessive and likely to have a visually detrimental effect on the public realm. Around 6 will be immediately visible from my front door. Can the number of posts not be reduced.</p>

208	02/04/2024	Resident		Neutral	<p>As a resident of Leys Road, Cambridge, I am replying to the consultation about the proposed residents' parking scheme. I should be grateful if you would consider the following points.</p> <p>1. Time of restrictions. I think that the period on Mondays to Fridays during which restrictions operate could be shorter without undermining the objective of deterring commuter parking. Outer London restrictions in roads adjacent to Tube stations with which I am familiar achieve that objective with shorter (often much shorter) periods of restriction, e.g. Woodford 2pm-3pm, Chingford 10am-11am, East Finchley 1pm-2pm and Epping 10.30-2.30. A shorter period would significantly reduce the inconvenience to residents and to tradesmen with business at residents' houses. It would also help local shops. If it is policy to discourage extensive driving in and around Cambridge, then it is essential that local shops should flourish. The Milton Road shops have already been adversely affected by the lengthy road works on that road. If local parking is severely inhibited, people will tend to drive longer distances to areas with large car parks such as the Newmarket Road shopping centres, with further negative effects on trade at the local shops. I therefore suggest that the hours during which restrictions apply should be at most 10am until 2pm and preferably shorter still.</p> <p>2. Signage and road marking. I understand that over 90 extra signposts are intended. I urge you to follow the precedent of the Newnham residents' parking scheme and have far fewer signs, concentrating on conspicuous signs only at the entrances to the relevant areas. The more you have, the costlier the scheme, at a time of intolerable pressure on local government funds. Apart from the cost, the appearance of so many signs will be very detrimental to the general appearance of the area. I am not sure, as the map is so small, but I believe you intend to mark out individual bays even in stretches of road where there is room for more than one car. If this is so (and I might of course be wrong) it again adds to the cost. It also adds to the cost of maintenance; it is already impossible for the relevant highways authorities to keep road markings in good condition and easily visible to the motorist, so it seems unwise to add further work unnecessarily. In any case, to mark individual bays seems not to take account of the different size of vehicles.</p> <p>3. Road conditions. The first part of Leys Road from the junction with Arbury Road continues. to be little better than a farm track. Occasional patching has been useless, with potholes opening up again within weeks of 'repair'. Those of us who live in this road would be very grateful if it could be properly resurfaced before the residents' scheme is introduced.</p> <p>4. Date of introduction. Given the continuing serious disruption caused by the Milton Road works, which, inter alia, severely affect the reliability of the bus services on that road and cause extra traffic in the Hurst Park Estate area, I urge that nothing is done to implement the residents' parking scheme until those works have been fully completed.</p> <p>I very much hope that you will pay serious attention to these comments and to all others which you receive on the scheme. I think many residents share my view that citizens are not properly listened to and are adversely affected by decisions made remotely without full understanding of local conditions.</p>
209	04/11/2024 16:59:16 +01:00	Resident	Parking	Neutral	<p>Mitcham's corner (or the city end) of Milton Road has some shops and a dentist. BUT no disabled parking bay at all, and never had contrary to the statement. Please could you incorporate at least 1 disabled bay for resident and disabled people shopping or going to the dentist. The dentist on Milton Road. Many thanks</p>
210	13/04/2024	Resident		Neutral	<p>I am writing to provide feedback on the proposed residents parking scheme in our area. While I appreciate the efforts to improve parking management, I have several concerns that I believe need to be addressed before implementing any changes.</p> <p>1. Limited Public Transport: Our area suffers from a lack of reliable public transport options. Many residents rely on their cars for commuting, especially during peak hours. Implementing a parking scheme without considering this limitation could disproportionately affect those who have no alternative means of transportation.</p> <p>2. Shopping Traffic: The proposed times for the parking restrictions coincide with peak shopping hours. A significant number of people visit this area for shopping, and restricting parking during these times may discourage shoppers from frequenting local businesses. This could have a negative impact on our local economy.</p> <p>3. Post-COVID Parking Trends: Since the easing of COVID lockdowns, there has not been a perceived strain on parking availability. It is essential to consider the current situation and avoid unnecessary restrictions that may hinder economic recovery.</p> <p>4. Business Employees' Parking Needs: Employees of nearby businesses heavily rely on street parking. Restricting street parking could create undue stress for these workers. This situation may lead to recruitment and retention challenges for local businesses.</p> <p>5. Equitable Consultations: I am concerned that the management of the proposed scheme has not equally involved all stakeholders, including residents, businesses, and community organizations. Transparent and inclusive consultations are crucial to ensuring a fair and effective parking solution. I urge the council to carefully consider these points and engage in further dialogue with all affected parties. A well-thought-out parking scheme should balance the needs of residents, shoppers, and businesses while promoting sustainable transportation options.</p>
211	12/04/2024	Resident		Neutral	<p>I am not objecting against but wish to record my request for derogation in order to save some parking spaces. There are two turning areas for large vehicles next to 29 and 33 Mulberry Close and another at the garage court behind 19 Mulberry Close. I request not to double yellow line those areas because the turning areas have not been used for over 20 years. Bin Lorries have always reversed to 13 Mulberry Close and 33 Mulberry Close. Those unmarked areas have been used to park 4 cars overnight in total for as long as I can remember. However I welcome all other parking restrictions on corners and the curve opposite 42 - 43 Mulberry Close. This would increase safety for all. Parking spaces ought to be marked in standard length to prevent wasteful parking of cars over 2 spaces. Commercial vehicles, one flatbed lorry and huge vans often parked overnight should use the entrance road from Leys Road to 1 Mulberry Close.</p>

212	23/03/2024	Resident		Neutral	<p>I live at xx Springfield Road [REDACTED] I have two comments/queries on the proposed scheme, which of course particularly affects residents of Springfield Road and Herbert Street.</p> <p>1.The plan of the proposed scheme does not show the existing disabled parking place that was laid out 2-3 weeks ago opposite No. 12A Springfield Road. Given this additional facility, should one of the planned disabled parking spaces in Herbert Street be turned into a normal parking space?</p> <p>2.Currently there are spaces for 5 cars at the northern end of Springfield Road (near Springfield Terrace), but on the plan this has been reduced to four by not having a parking space opposite No. 34 Springfield Road, by the redundant secondary entrance to Whichcote House, the apartment block opposite Nos. 34-42. The entrance to Whichcote House parking for its residents and for all deliveries (as it always has been ever since I moved to Springfield Road in 2018) is at the end of the road opposite No. 42 by Springfield Terrace. I urge that the parking space is reinstated, so that there remain the 5 spaces in this section of Springfield Road. For obvious reasons every appropriate parking space matters in the Springfield Road/Herbert Street part of the scheme.</p>
213	22/03/2024	Resident		Neutral	<p>Please add provision for the businesses on Milton Road and Arbury Road. Perhaps some 30 minute free parking bays could be included at the end of Arbury Road to serve the shops and other businesses and discourage pavement parking?</p> <p>I believe that changing the hours to 10am - 2pm would still allow the scheme to be effective but not be so disruptive.</p> <p>I'm alarmed by the number of sign posts that have been proposed. This can be of distraction to motorists. Please could you consider more conspicuous signage so that it is used at the entrances to the estate only as is the case in Newnham and Victoria Park?</p>

260	04/11/2024 08:24:52 +01:00	Resident	Parking	Wholly Support	<div></div> are in full support of the residents parking scheme being brought in to the Chesterton Hall Crescent area. We have needed, and have been trying to get, a resident parking scheme here for years so we very much hope that this time it will go ahead.
261	03/23/2024 11:49:54 +00:00	Resident	Parking	Wholly Support	Get it done. A long overdue scheme.
262	03/28/2024 13:21:02 +00:00	Resident	Parking	Wholly Support	Residents parking in Chesterton Hall Crescent has been an issue for many years. There have been several changes to proposals and broken promises. Please can it be resolved properly this time.
263	03/25/2024 21:32:22 +00:00	Resident	Parking	Wholly Support	I wholly support this proposal. Some suggestions: 1) Herbert Street number of parking spaces should be reviewed and maximised; 2) Signage posting seems excessive and could create an eye-sore; should be minimised; 3) There are several garages in Chesterton Hall Crescent which are too small for holding a car; therefore 'no parking lines' are inappropriate for these spaces and should be replaced with extra car park spaces on the road.
264	03/25/2024 21:32:43 +00:00	Resident	Parking	Wholly Support	I fully support this proposal. Some considerations for improvement include: - Several garages in Chesterton Hall Crescent are too small or short to park a car in , therefore dropped curve no parking lines should be kept to minimal amounts to maximise parking spaces on the road - Herbert Street should be reviewed to ensure machining number of parking spaces are achieved -large number of proposed signage posts should be reconsidered in terms of quantity (too many) and preferably conspicuous signage placed at entrance to estates as done in Newnham and Victoria Park.
265	04/09/2024 20:33:42 +01:00	Resident	Parking	Wholly Support	Parking bays need to be added outside the new property next to Sayle House on 31 Chesterton Hall Crescent One parking bay should be available to the right of 40 Chesterton Hall Crescent (currently marked "No waiting at any time")
266	03/21/2024 14:54:11 +00:00	Resident	Parking	Wholly Support	I am fully supportive of the scheme as I has become more and more difficult to park in our road. With commuters bringing folding bikes in their boot and camping vans and camping vans staying for weeks without moving residents often can't find a space. Please make sure you maximise the number of spaces by reviewing whether some of the drop are still in use.
267	03/21/2024 13:15:23 +00:00	Resident	Parking	Wholly Support	There are some white H lines in Chesterton Hall Crescent for historical drive ways now no longer in use (as extensions have been built in driveways or garages). Could these be removed if the owners prefer to use the on road parking? I think there are 4 spaces that could be reclaimed.
268	18/03/2024	Resident		Wholly Support	Thank you for your letter dated 15/3/24 about the proposed permanent TRO for residents' parking on our street, Chesterton Hall Crescent. We are delighted to finally be having residents' parking on our street - not just for us but also for the safety of cyclists, pedestrians and school children who use our street and also part of a plan to reduce congestion/pollution in Cambridge. Could you advise on the timescale for implementation? (Which cannot come soon enough!)
					On a separate but related matter we are very much in favour of Chesterton Rd being made a 20mph road. We regularly observe cars clearly speeding up after coming from Victoria Rd and clearly driving at 40mph down Chesterton Rd which is highly dangerous being in such a residential area with plentiful cyclist and pedestrians using that road too. We are very much in favour of all roads in the city centre being 20mph (including Milton Rd too). I understand from one of the Councillors who visited us recently that there is a consultation on this. Could you let me know where I can complete the consultation and will other people in the local area be advised of it?
					Thanks very much
269	04/11/2024 13:09:43 +01:00	Resident	Parking	Wholly Support	At last. Residents only parking in Hawthorn Way. There are times I cannot park within a half a mile of my house which makes things very difficult as I have a <div></div>
270	04/10/2024 15:40:23 +01:00	Resident	Parking	Wholly Support	I'd like to support the parking proposals
271	03/25/2024 17:00:21 +00:00	Resident	Parking	Wholly Support	Regarding the specific plans for our street (Herbert Street) I welcome the long overdue change to residents parking with bays down one side only. It has been a major concern that fire engines are nor able to access houses throughout the street due to the over-narrow roadway.. It also makes it much safer for the many cyclists who use Herbert Street (many going to and from Milton Road school) who at present have to risk dangerously squeezing between parked and oncoming cars. It is also an environmental gain to reduce vehicle traffic and will encourage more cycling.
272	03/21/2024 09:03:27 +00:00	Resident	Parking	Wholly Support	I welcome this proposal as Herbert street is not wide enough for cars to park on both sides. Some companies refuse to deliver in our road., and ones that do are continually getting blocked in by badly parked vehicles. I realise that there will be less parking for residents of the road, but for most, owning a car is a luxury, not a necessity as we are well served by public transport (at least during the daytime). More car clubs might help.
273	03/23/2024 11:15:48 +00:00	Resident	Parking	Wholly Support	I fully support the proposal to install Residents Only Parking in Herbert Street. It will ensure that residents only can use the street for parking and exclude commuters and shoppers who should be using Park and Ride or cycling. It will ensure that it is a safer route for cyclists. It may also encourage some residents to cut back on the number of cars they own, thereby making it easier for residents who own only one car. It will enable fire engines and ambulances to access houses in the case of fire or health issues. It will also enhance the environment by enabling pedestrians to enjoy the qualities of the late Victorian streetscape rather than looking at what is essentially a carpark!
274	12/04/2024	Resident		Wholly Support	I would like to record my strong support for the proposed residents parking scheme which will include our street.
					With parking on both sides of the narrow street, for too long we have had to live with the fact that fire engines cannot access a large part of the street with the serious risks that involves to life and property..
					Herbert Street, with its current parking on both sides also represents a serious danger to the many cyclists who use it daily, including parents and children travelling to and from Milton Road School who are forced to squeeze into narrow spaces between parked cars to avoid collisions with oncoming cars.
					Much of the parking in out street has been caused by day commuters looking for free parking who take up many of the spaces that local residents with cars are then denied access to. The new proposed scheme will also eradicate that problem.

275	08/04/2024	Resident		Wholly Support	<p>I have received notice of a petition from residents in Herbert Street regarding the proposed new parking scheme for Herbert Street. Some residents are gathering signatures for a petition opposing the proposed scheme to introduce Residents Parking on one side only.</p> <p>I would like to register my opposition to this petition. I have set out below my comments which I provided for the public consultation two years ago in support of limiting parking to one side only. I hope you will take into consideration these comments against those who think that parking on both sides should be retained.</p> <p>I would strongly back the proposed scheme for Herbert Street parking which would mean having single side parking with double yellow lines down the length of the other side. I would point out that a number of Herbert Street residents do not own cars at all so this would not impact them. Furthermore enabling car owners to park as near as possible to their homes encourages car ownership in the cramped city centre streets.</p> <p>FIRE ENGINE ACCESS : I have spoken to a representative of Cambridge Fire Service who confirmed that the fire service are not able to provide a functional rescue service with the current parking situation. I was told that 'in the event of a fire midway along Herbert Street, there would be a delay in the crew's ability to get to it, as they would have to spend time running out hose, significantly delaying life-saving action.' This is because their vehicles cannot access the street and have to park at either the top or the lower end of the street.</p> <p>AMBULANCE ACCESS: A recent entry (6th November) on the Nextdoor messenger website stated that ' An ambulance taking a suddenly seriously ill friend to Addenbrooke's became stuck on Herbert Street last week. He was taken on to A &E but this meant one ambulance was unavailable for others while it was extricated.' Surely more evidence that double yellow lines are needed in Herbert Street.</p> <p>ACCESS FOR CYCLISTS: Herbert Street is used by cyclists all and every day and, with parking as it is on both sides of the road, cyclists are constantly putting themselves at risk. Every time a car approaches cyclists are forced to get off their bikes and squeeze between 2 parked cars to allow the car to get by. It is particularly difficult for those who use cargo bikes with children on board. The government has recently updated the legislation set out in the Highways Code to give priority to cyclists: Rule H3 sets out when car drivers should give way to cyclists, rather than cyclists always having to give way to car drivers as is currently the situation in Herbert Street. https://www.gov.uk/guidance/the-highway-code/introduction I would suggest that both the city and county council, along with the GCP, have a responsibility to prioritise the needs of cyclists over and above the desire of car owners to have a parking space outside their house.</p> <p>POLICY AND STRATEGY STATEMENTS Here are statements from the latest policy and strategy statements: From Cambridge City Council vision statement - https://www.cambridge.gov.uk/our-vision:- 'A city where getting around is primarily by public transport, bike and on foot.' From Greater Cambridge Partnership Transport vision - https://www.greatercambridge.org.uk/transport:- 'The Greater Cambridge Partnership aims to develop a sustainable transport network for Greater Cambridge..... to make it easy to get into, out of, and around Cambridge by public transport, by bike and on foot.' From Cambridgeshire County Council Transport Strategy - https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy 'What we are doing in Cambridge: Encourage more people to walk, cycle and use public transport for journeys into, out of and within the city; Prioritise pedestrian, cycle and bus trips across the city and make these methods of transport more convenient than using a car'.</p> <p>It is to be hoped that decision makers can find a way to ensure that car parking in Herbert Street is reduced to one side only, allowing the free - and safe - movement of emergency service vehicles, as well as cyclists in this narrow street. The new scheme proposed will ensure that Herbert Street residents will have access to residents' parking in the surrounding zones including Ascham and Hurst Park, as well as the Triangle.</p>
276	03/21/2024 15:10:46 +00:00	Resident	Parking	Wholly Support	There has been a significant increase in commuter parking in Hurst Park Avenue during the last couple of years, particularly after the Ascham Road residents parking scheme was introduced, so it is good that a scheme covering a wider area is now planned. Please note that commuter parking has not just been from cars, but includes several different people who park large vans and then unload a bicycle from the back of their van to cycle away, but on a few occasions those vans have damaged trees in the street because they are so tall.
277	04/07/2024 15:51:27 +01:00	Resident	Safety	Wholly Support	Traffic and the number of cars parked in Hurst Park Avenue has been steadily increasing over the past few years to an unacceptable level. Cars are parked either side of our access entrance making it unsafe to pull out onto an increasingly busy road. Aside from visitors to the dentist and the Catholic church more cars are now parked all day by people going into the city centre for work, some even park and then cycle into town. I completely support the proposals in the hope it will reduce the volume of traffic and improve safety for all residents.
278	04/06/2024 19:05:11 +01:00	Resident	Parking	Wholly Support	I completely support this proposal. The available parking in Hurst Park Avenue is currently being overused by non-residents and makes getting in and out of my driveway dangerous.
279	03/19/2024 20:30:02 +00:00	Resident	Parking	Wholly Support	Parking along the bottom of HPA is full with parked commuter vehicles so I can understand how that would inconvenience residents at that end, so imposing resident parking makes sense along that bottom stretch and in fact the entire road so that the problem isn't pushed further along the street. The road is narrower past Orchard Ave junction near our house so parking both sides would cause an obstruction, so no parking at any time one side also makes sense.
280	03/18/2024 12:13:40 +00:00	Resident	Parking	Wholly Support	I look forward to the residents parking scheme as parking at the eastern end of Leys Road is frequently difficult.
281	03/21/2024 11:26:11 +00:00	Resident	Parking	Wholly Support	Permit parking will improve the nature of the streets and support more active travel use through the area. Longer term I would also support a modal filter at the junction of Leys Avenue and Leys Road to prevent rat running through the estate.
282	04/09/2024 14:07:44 +01:00	Resident	Parking	Wholly Support	Managing parking should mean residents can park - but not other people simply looking for a convenient space - and reduce the number of cars using the back streets and hence the pollution/noise/risks associated with speeding traffic in residential areas.
283	03/18/2024 16:46:52 +00:00	Resident	Parking	Wholly Support	I support this proposal
284	03/18/2024 16:45:56 +00:00	Resident	Parking	Wholly Support	I support this proposal
285	21/03/2024	Resident		Wholly Support	<p>I would just like to say that I strongly welcome the implementation of a residents parking scheme in Hurst Park Avenue and Orchard Avenue in the Milton Road area. [REDACTED] and over the last few years, our streets have become choked with parked cars. It's so bad that it has become difficult to get out at the start and end of the day and it's also frustrating residents and causing safety concerns for cyclists and pedestrians by added congestion and frustrated drivers.</p> <p>The sooner the scheme can be put in place the better!</p>
286	12/04/2024	Unknown		Wholly Support	<p>I support the proposals for the traffic scheme.</p> <p>I have a preference for the hours to be 10am - 2pm. This would allow more freedom for residents whilst deterring commuter parking</p>

214	04/09/2024 12:56:15 +01:00	Resident	Parking	Partly Support	1) Not sure why parking between 15 and 25 Arbury Road is designated as "no waiting at any time". This should be residents parking.
215	04/09/2024 12:47:30 +01:00	Resident	Disturbance	Partly Support	1) High speed and weight of trucks especially at night causing severe physical shaking of the houses along lower end (East) of Arbury Road. No enforcement of 20 MPH limit means trucks travel at speed especially at night when no traffic is there to slow them down. Request ban of HGV's between 2200 hrs and 0700 hrs as is in place on Gilbert Road. There are much better, wider and more suitable roads for HGV's than Arbury Road between A14 and centre of town. 2) Need some limited parking for shops at Milton Road / Arbury Road junction perhaps waiting limited to 30 mins or 1 hour. 3) Not sure why Residents Parking is not in place between 15 and 25 Arbury Road. 4) Some drop curbs between 37 and 43 Arbury Road seem to be missing from consultation map.
216	03/22/2024 16:54:04 +00:00	Resident	Parking	Partly Support	I'm a resident of Chantry Close which I understand isn't included in the proposed scheme (ie Chantry Close residents will not be able to buy either resident or visitor parking permits). Not everyone in Chantry Close has a parking space, and some properties only have one space allotted to them. There are six garages [REDACTED] but they are too small for most modern cars; it is possible to park in front of the garage but this means there is no parking space for visitors. [REDACTED] At present, there is space on Chesterton Hall Crescent for the cars of Chesterton Hall Crescent residents (many of the houses have drives too) and visitors, as well as visitors to Chantry Close. Because of these facts, I request that Chantry Close residents are able to buy at least visitor permits, although being eligible for resident permits and visitor permits would be preferable.
217	03/22/2024 20:05:24 +00:00	Resident	Parking	Partly Support	The hours could be 10am - 3pm
218	04/04/2024 10:04:48 +01:00	Resident	Parking	Partly Support	I support the proposal but would like the council to consider extending the period to include Saturday. Saturday is as equally busy as a weekday with people working in local shops and businesses, including the Grafton centre, taking advantage of the nearest free parking, as well as the local B&B/airbnb weekend visitors. This would align with the neighbouring Defreville scheme which does include Saturday.
219	04/11/2024 20:02:12 +01:00	Resident	Parking	Partly Support	While I welcome the introduction of residents parking in Chesterton Hall Crescent and surrounding streets, it should be extended to include Saturday. Saturday is at least as difficult a day as week days for parking as a resident in our area. Every Saturday our road fills up with people driving into town for shopping from mid-morning so if we drive anywhere and return it is often impossible to park in the area until late afternoon when shoppers start to go home.
220	04/06/2024 17:29:12 +01:00	Resident	Parking	Partly Support	I live on Chesterton Rd. Where should I park? Currently I only drive the car to go shopping once every two to three weeks, It's unacceptable to cross the extremely busy chesterton Rd to park elsewhere, currently we have a single car and we park down chesterton hall crescent with out any issues. I have lived at this residence [REDACTED] and can always park. It seems totally bizzare that the concil will not allow us to park in street 20 yards away. I thought that the council worked for the people not the reverse. Also am I no longer able to load my car in front am my house to load or unload shopping? Sometimes [REDACTED] I need to pick [REDACTED] up from outside the house? Is that possible? CCC has not informed us at all of these changes.
221	03/20/2024 21:15:22 +00:00	Resident	Parking	Partly Support	Overall I think this is a sensible approach to some of the parking difficulties residents have in the area covered. Although, speaking as a Hawthorn Way resident, I have not found parking to be a big problem. However, I have a few comments: 1. The proposal appears to be missing an existing disabled parking space outside number 59 Hawthorn Way. Is this space being removed? 2. There is currently a lack of enforcement of the existing parking restrictions, particularly around the Chestnut Grove/Hawthorn Way junction, and also airside the Spar shop. What measures are being put in place to ensure that the restrictions are enforced? ANPR cameras? 3. Hawthorn Way is used by a lot of cyclists both as a through road and by residents. However, there are no dedicated cycle paths. It would be sensible to consider if it would be possible to include these in the above proposal. 4. The designated car parking space outside number 59 Hawthorn Way appears to encroach onto their dropped kerb.
222	03/19/2024 12:07:08 +00:00	Resident	Parking	Partly Support	Please could the council consider extending the operational hours of the Milton parking scheme to 9am to 5pm Monday to Sunday so that residents are able to find somewhere to park during the weekend?
223	03/20/2024 14:45:52 +00:00	Resident	Parking	Partly Support	It would be more beneficial to have parking on the even numbered houses side of Herbert Street instead what is currently proposed (shown on the diagram as parking on the odd numbered houses side of the road). Changing parking to the opposite side of the street would be appreciated and provide a few more much needed spaces for parking.
224	04/08/2024 21:54:41 +01:00	Resident	Parking	Partly Support	[REDACTED] There is a [REDACTED] in line with my boundary. This makes turning or exiting hazardous. Importantly, 2 parking bays are proposed under the scheme and these are directly opposite my property and the pole. The combination of the [REDACTED] and parked cars opposite, plus moving traffic on my side of the road would render my drive unsafe and extremely difficult to use. Currently I park safely in front of my house. Under the proposed scheme I would not be allowed to park here either. [REDACTED]
225	03/23/2024 10:54:37 +00:00	Resident	Safety	Partly Support	The spaces on the south side of the road opposite my house (Highfield ave) will make it difficult for me to reverse off my drive. If they were on my side of the street it would not be a problem for anyone. No one reverses on the other side due to the arrangement of our driveways. Please move them to be on the north side of our street. Why not put all the spaces on one side of the street? There also seems to be a huge number of signs proposed, is this really necessary?
226	03/18/2024 10:47:29 +00:00	Resident	Parking	Partly Support	Regarding Residents Parking on Highworth Avenue. Could the landscaped intersection between Highworth Avenue and Leys road be made smaller, to allow for an additional (two or three) parking spaces on the Highworth Avenue side at that location?

227	04/04/2024 13:44:40 +01:00	Resident	Parking	Partly Support	It would be more helpful for visitors staying overnight, and perhaps still be effective to prevent clogging up by commuters, if the restriction started later in the morning, say 10.30 am ? But overall I agree we need a residents parking scheme for Hurst Park estate and for the "triangle" on far side of Milton Rd, and cannot see how the latter could reasonably be achieved without Ascham Rd etc and Hurst Park Ave etc (inc Mulberry Cres and bottom of Arbury Rd), all be involved as well.
228	04/04/2024 12:38:23 +01:00	Resident	Parking	Partly Support	I think allowing parking on both sides of Leys Road will still mean it is difficult to drive down that road, likewise with Hurst Park Avenue. As the main purpose is to prevent commuter parking could the time you are not permitted to park without a permit be reduced to say 12-2 Monday to Friday
229	03/23/2024 19:48:24 +00:00	Resident	Other	Partly Support	9.30 or 10.00 - 2.00 would be much better restricted hours for residents to allow them to have friends/groups for meetings in their homes in the afternoon. Otherwise residents will be unable to have friends visiting during the day. The number of signage posts is far too many and will be very detrimental to the beauty of the environment. Please reduce the number to essential ones only The day visitor permits (@ £3.20 per day purchased in packs of 5) must be allowed to be carried over to the next year if not used
230	04/09/2024 15:36:35 +01:00	Resident	Parking	Partly Support	I am concerned that the planned parking bays on Hurst Park Avenue close to the bend in the street restricts visibility along the highway. This is especially concerning for the many young children that cycle on Hurst Park Avenue to and from school.
231	03/20/2024 09:25:40 +00:00	Resident	Other	Partly Support	I have a few observations so have selected 'other': 1. I am in favour with most of what is proposed 2. I don't understand why George Street is being treated separately from the whole scheme (parking) 3. The amount of signage proposed is excessive and would be detrimental to the overall appearance of the scheme. Suggest lampposts only and signage at entry to each street as per Newnham. (Environmental) 4. I'm concerned at the amount of double yellow lines proposed. Could white lines be painted in front of drive entrances as with other schemes? (Environmental)
232	04/01/2024 17:57:59 +01:00	Resident	Parking	Partly Support	the main problem is commuter parking making it unsafe with poor visibility for getting out of drives and children crossing roads. The hours of operation of 9.30-3pm seem a bit excessive to prevent this, probably just 10am-2pm would be sufficient.
233	04/10/2024 11:09:33 +01:00	Resident	Parking	Partly Support	re PRO998: whilst accepting the need for a scheme of some kind, I do not see the need for it to operate for so long each day (09:30-15:00). The purpose of the scheme is to deter commuter parking, and any, short, period would work just as well for that purpose. The long period has a huge impact on residents (in terms of visitors etc). I am told that the period is long in order to allow the area to be policed. However why not police just a randomly chosen selection of streets each day - say half? For example, dividing the area into four quarters and policing two random quarters each day would maintain the deterrence but halve the time needed for policing, so hugely improving the lives of residents.
234	03/18/2024 18:16:19 +00:00	Resident	Parking	Partly Support	I wonder why the residents-only parking areas omit the space outside my house (xx Hurst Park Avenue). Please see the attached file for your proposal overlaid on the Google Satellite view to see the 'missing' segment. The other breaks are for dropped kerbs. But outside [REDACTED] and [REDACTED] Hurst Park Avenue looks like an oversight. Also, I'd like to know the likely cost of temporary parking permits for guests.
235	04/12/2024 11:10:43 +01:00	Resident	Parking	Partly Support	I am broadly supportive of this measure, but I would like to suggest some changes. It is not clear to me why restrictions need to be in place from 9:30 until 3:00 in order to deter commuters. The same objective could be achieved using a much shorter window. A relative in outer London has restrictions for just one hour in the middle of the day, which is enough to stop commuters from parking, whilst making it easier for residents who have genuine visitors or tradesmen at their houses. What is the arrangement for carers visiting residents? I am aware that many people living in this area are elderly, and some require carers to come to their house several times a day. Finally, I am concerned about the amount of signing proposed. I understand that some other areas have been able to have far fewer signs - please could this be considered? As well as reducing the impact on the visual environment, it would also reduce the cost of setting up the signs (and maintaining them).
236	03/28/2024 21:37:51 +00:00	Resident	Parking	Partly Support	We are emailing as the owners of xx Hurst Park Avenue, Cambridge [REDACTED] which is to be part of this parking scheme Please note that your map still does not show our driveway and instead has a double yellow line across our drive - we pointed this out in 2022 at the last consultation. I have attached the map annotated and a screen shot to show you where this is. Please can you note our driveway access
237	03/28/2024 21:36:32 +00:00	Resident	Parking	Partly Support	We are emailing as the owners of [REDACTED] Hurst Park Avenue, Cambridge [REDACTED] which is to be part of this parking scheme Please note that your map still does not show our driveway and instead has a double yellow line across our drive - we pointed this out in 2022 at the last consultation. I have attached the map annotated and a screen shot to show you where this is. Please can you note our driveway access

238	12/04/2024	Resident		Partly Support	<p>I am generally in favour of the scheme but with the following caveats:</p> <p>1.Environmental impact of signage poles on the character and grass verges of the Hurst Park Estate (Hurst Park, Orchard, Highfield, Leys and Highworth Avenues, Leys Road and Mulberry Close).</p> <p>a.Do poles have to be erected immediately behind all parking bays? Is the risk of driver abuse really so great that this is absolutely necessary in all cases? This could be tested by implementing the scheme at the outset with a lighter touch regime and then reviewing the situation in light of actual experience over a six month period.</p> <p>b.Can some signs be put on road-facing garden walls where the house owner is in agreement, as is the case in De Freville and Newnham?</p> <p>c.Can more areas in the RPS have PPA status, as proposed for George Street? The network of streets mentioned in 1. above has either one or, at most two, entrance/exit points which should enable clear signage to be placed to give adequate warning to drivers who are about to enter. This lighter touch signage regime could be implemented at the outset and then reviewed in light of six months experience.</p> <p>2.Access and short-term parking for local shops and businesses between Arbury Road and Highworth Avenue is important for their continued viability and the valued services they provide to the local community and beyond. Can short-term/pay-and-display bays be provided at</p> <p>a. 1-7 Arbury Road</p> <p>b. 6-14 or 11-17 Highworth Avenue</p> <p>c. Leys Road approaching its junction with Arbury Road?</p> <p>3.Safety for cyclists in Hurst Park Avenue could be improved if a small number of parking bays could be removed on alternate sides of the road at the 'S' bend. This would improve sight lines for road users and provide gaps for on-coming vehicles to pull in and allow other motorists and cyclists to pass through in safety.</p> <p>Additional Points - Enforcement:</p> <ul style="list-style-type: none"> •will old and worn yellow lines that already exist within the proposed RPS be repainted during installation of the scheme? •will the highways authority also use this as an opportunity to refresh the worn 20mph speed limit markings on the road surfaces? •will additional officers be recruited to patrol and enforce the rules in what will be quite a large new area?
239	12/04/2024	Resident		Partly Support	<p>Hello - first, I'm strongly in favour of the parking scheme proposals for this area. But there are details that need attention.</p> <p>It has been difficult to find the most recent info on the proposals (you ought to make it easier!), but attached is a response on one point . I could only find one pdf map with the proposals, and it needed to be magnified by about 50 to be able to see the details.</p> <p>██████ has told me she's seen another map with a different layout in our immediate area, but we cannot now locate that version. As I said, all this ought to be made clearer, and easier to see what is proposed.</p> <p>Were our two local libraries supplied with maps? There was no mention of this in publicity material sent out.</p> <p>One of my immediate neighbours - ██████ has sent in a very detailed response, and her comments are very worthwhile.</p> <p>Residents have been assured by a recent Labour Party circular and by previous responses that there will be plenty of opportunity for consultation about the exact position of parking bays, and I'd like further reassurance on this point.</p>
240	04/09/2024 17:28:54 +01:00	Resident	Parking	Partly Support	<p>I approve of the proposal to remove parking restrictions outside Nos 14 & 16 Leys Avenue.</p> <p>However, I am concerned overall that the number of residents' parking places has been unnecessarily reduced. For instance:</p> <p>At the northeast end of Orchard Avenue, currently cars can park on the south east side (up to 4 cars). It is now proposed to remove parking here, and instead have parking on the north west side opposite. However, because of existing driveways, only 2 cars will be able to park there. Given that there is a disabled parking bay further along on the south east side, it would be sensible to to allow parking just on the same south east side, from the disabled parking bay right up to the junction with Leys Avenue</p>
241	03/21/2024 17:14:42 +00:00	Resident	Parking	Partly Support	<p>RE Resident Parking for Hurst Park Estate...</p> <p>1) the parking on Arbury Road north of the junction with Leys Road is too close to the junction and obstructs view on exiting Leys Road. One bay fewer would be helpful.</p> <p>2) the timing of the scheme could be reduced to between 10am and 2pm. This would still deter commuter parking, while making life easier for residents.</p>
242	04/04/2024 14:41:44 +01:00	Resident	Parking	Partly Support	<p>The plans appear to include an unnecessary amount of signage. Can this be reduced to PPA or more limited signage?</p> <p>The restricted hours seem quite long. I would support 10.00 - 3.00 or 2.00.</p> <p>The plans appear to show a parking place that could overlap my drive (██████ Leys Road). There is space, as previously illustrated, for a good parking space ██████ without overlapping either of our drives.</p> <p>The links in the consultation documents did not appear to work, so I am unclear about the position for tradesmen/companies undertaking necessary home and garden works.</p>
243	04/12/2024 15:55:53 +01:00	Resident	Parking	Partly Support	<p>Proposed residents parking scheme, Hurst Park Estate. I support this proposal. However, having viewed the plans there are a few changes I would like to be considered:</p> <p>1) The spaces in front of number ██████ Leys Road, are not central to the houses. ██████ and the current plan would make reversing out of our driveway very tricky. Moving the marked bays to a more central position across the front of both houses, would not inconvenience anyone else so far as I can tell, but would make a huge difference to us.</p> <p>2) The bottle-neck created by parked cars at the Arbury Road end of Leys Road currently makes it very difficult to enter Leys Road and can result in dangerous backing up of queuing cars on Arbury Road. Please could double yellow lines extend further into Leys Road to prevent this happening?</p> <p>3) The Highworth Avenue end of Leys Road is currently a dangerous blind corner: cars parked on the bend of the road result in a hazardous situation where bikes and electric scooters coming from Highworth Ave (often at speed) meet oncoming cars which have been forced onto the wrong side of the road. Please put double yellow lines on that corner to allow safe visibility to oncoming traffic.</p> <p>4) When the parking bays are implemented, may I request that a white 'STOP and give way' line be marked at the junction of Leys Avenue with Leys Road. Bikes and cars often swoop out of Leys Ave onto Leys Rd without stopping or slowing, often on the wrong side of the road due to parked cars - particularly dangerous when line of vision is blocked by parked cars too close to the junction.</p>

244	12/04/2024	Resident		Partly Support	<p>Regarding the proposed residents parking scheme, Hurst Park Estate. I support this proposal in principle. However, having viewed the plans there are a few changes I would like to be considered:</p> <p>1) The spaces in front of [REDACTED] Leys Road are not central to the houses. [REDACTED] and the current plan would make reversing out of our driveway very tricky. Moving the marked bays to a more central position across the front of both houses, would not inconvenience anyone else so far as I can tell, but would make a huge difference to us.</p> <p>2) The bottle-neck created by parked cars at the Arbury Road end of Leys Road currently makes it very difficult to enter Leys Road and can result in dangerous backing up of queuing cards on Arbury Road. Please could double yellow lines extend for further into Leys Road to prevent this happening?</p> <p>3) The Highworth Avenue end of Leys Road is currently a dangerous blind corner: cars parked on the bend of the road result in a hazardous situation where bikes and electric scooters coming from Highworth Ave (often at speed) meet oncoming cars which have been forced onto the wrong side of the road. Please put double yellow lines on that corner to allow safe visibility to oncoming traffic.</p> <p>4) When the parking bays are implemented, may I request that a white STOP and give way line be marked at the junction of Leys Avenue with Leys Road. Bikes and cars often swoop out of Leys Ave onto Leys Rd without stopping or slowing, often on the wrong side of the road due to parked cars - particularly dangerous when line of vision is blocked by parked cars too close to the junction.</p>
245	31/03/2024	Resident		Partly Support	<p>I am supportive of the proposed measures.</p> <p>However, would the council please consider removing parking bays near the corner of Ascham Road and Gurney Way close to the entrance of Milton Road Primary School. The school discourages parents from driving to school to encourage safe walking and cycling to school. St Laurence's Church have allowed parents to park there instead for drop off and pick up. Most of the parking bays on Ascham Road and Gurney Way are used only for school drop offs and pick ups and they are mostly empty outside these times. Removing parking bays close to the Ascham Road school entrance would support the school's efforts to discourage driving to school and support safer journeys to school.</p>
246	04/12/2024 21:03:11 +01:00	Resident	Parking	Partly Support	<p>I live at xx Milton Road. The redevelopment of Milton Road has removed all residential on-street parking. I do not have off-street parking and am reliant on on-street parking. During the Milton Road consultation, we were assured that alternative parking provision would be available in the nearby streets leading off Milton Road. The introduction of the Ascham scheme removed the option to park on Ascham Road as my property is not in the boundary of that scheme. The proposed Elizabeth Triangle scheme was unworkable - significant analysis was conducted that established that with the removal of the bays on Milton Road and the removal of the bays on Herbert Street, the area would be vastly oversubscribed. I am therefore fully supportive of this current proposal, in that it joins up Ascham, Hurst Park, Elizabeth Triangle into one scheme - as I believe it is the only workable scheme that will enable local residents to park relatively near their homes now that all the Milton Road parking bays have been removed. I would vehemently oppose any scheme that does not join up all the schemes.</p> <p>I would strongly request that the number of bays be maximized. I note that there is an area at the bottom of Hurst Park Avenue where there are not bays on both sides of the road. Please consider introducing bays on both sides. Equally, the removal of bays on one side of Herbert Street will mean that residents will need to park in other streets. I know that there has been considerable argument put forward by residents of Herbert Street to maintain parking on both sides of Herbert Road as has been the case for years and I fully support their argument to maintain bays on both sides to maximize the space available.</p>
247	04/08/2024 20:58:36 +01:00	Resident	Parking	Partly Support	<p>I understand the need for Residents Parking in many of these streets so I do support this as an overall plan.</p> <p>Is it possible to create in any of these streets (where possible) a few spaces for Free parking for a limited time ie 2hours? (Attached are 2 images showing suggested areas in green with an X)</p> <p>The reason for this suggestion: Many elderly/sick/carers use Mulberry Close to park during the day in order to go to the Pharmacy / Co-op and other shops along the Milton Road section. From what I have observed they usually take less than an hour. I value all the shops along that section for bringing diversity & a safe quick local pick up from a wide variety of local stores. Each store provides goods and services to local residents. My concern is if "non residents" cannot have a few places to park for a quick nip to the shops, the shops will lose customers and close down. These are some of the local shops employing people to provide for the surrounding area. Asian & Fish n Chip take aways, Chesterton Carpets, Wilko, 121 Cafe Each Charity Shop, Cam home & garden, Wilko, Chesterton Carperets, Nail Salon, Coop, Interflora, Arbury Road Butchery, Cherry Corner Hair Salon, Al Noor International Shop etc.</p> <p>I thank you for your time reading this and hope it can bring ideas on how to provide for the resident permit holders but also make allowances for "non residents".</p>
248	03/20/2024 08:05:49 +00:00	Resident	Parking	Partly Support	<p>1.I would like the time of parking restrictions to be 9.20-2pm so that we older folk can have afternoon visitors and still deter commuters</p> <p>2. Less signage Just at the entrance to Hurst Park Avenue, Leys Road and MulberryClose would be adequate</p> <p>3. Parking bays for shops in Arbury Road</p>
249	04/10/2024 09:18:59 +01:00	Resident	Parking	Partly Support	<p>I support the parking scheme with the following suggestions:</p> <p>1 Could the restricted hours be much shorter - a two hour window would restrict all-day parking to residents</p> <p>2 It is crucial that people can still park to visit the local shops which provide an important facility. Pay and display for one or two hours at the bottom of Highworth Avenue as well as Arbury Road and Hurst Park Avenue (access to dentist also needed). There is some parking outside the shops but very little and not enough to sustain the businesses.</p> <p>3 Longer yellow lines at the junction of Leys Road and Arbury Road (it is very difficult to get in and out here at present - a taxi drove into us trying to reverse to let someone through)</p> <p>4 Limit the number of signs throughout the estate to just those necessary</p> <p>5 At the moment Orchard Avenue is a rat run with cars speeding down at 40 mph. I noticed parking bays are on alternate sides. Is it possible to alternate the parking sides more so cars don't have a clear run, e.g. right side, left side, right side, left side assuming this will still allow emergency vehicles through?</p>
250	03/31/2024 17:21:27 +01:00	Resident	Parking	Partly Support	<p>I note that there are 3 parking bays noted outside my house [REDACTED] Orchard Avenue). We do not believe this is possible as our driveways is wider than that shown on the drawing. We also note that a number of other driveways have been widened since the drawing was completed. Please update the drawing to take account of these errors.</p> <p>We also think some 30 minute free parking bays could be included at the end of Arbury Road to serve the shops and other businesses and discourage pavement parking.</p> <p>We also think the number of sign posts provided is excessive - both in terms of cost, envornmental impact of the materials used, the time taken to install and the visible impact of additional street furniture. Perhaps signs at the end of Hurst Park Estate may be more suitable and a few other specific locations.</p>

251	04/09/2024 16:07:40 +01:00	Resident	Parking	Partly Support	<p>I am overall 'neutral' to 'in favor' of the proposal for a residents parking scheme in this area. However, I just wanted to raise one point of detail. The parking on Orchard Avenue is currently split with all parking bays on the west end of Orchard Avenue upon the south side of the road and all parking bays on the east end of Orchard Avenue upon the north side of the road. However, I think it would be neater if this was switched because there is already one fixed disabled bay parking on the east end located on the south side of the road, making that parking bay perhaps more vulnerable to being clipped (as the only one on the alternate side of the road to the rest of the parking bays) and creating a bit of a slalom route for all other vehicles around this anomaly.</p> <p>I also would be strongly in support of some sensible traffic calming, pedestrian, child and cycle friendly measures on Orchard Avenue- perhaps some pinch points in the road/ passing points with additional trees/ green buffers, a speed camera or even a one way system to distribute the weight of traffic down the street. There is a lot of speeding down this street, with drivers taking it as a shortcut/ through route cutting the corner at Arbury Road and Milton Road. It's supposed to be a 20mph street and is so well used by locals as a walking and cycling route, but I have been so surprised at the reckless speed many vehicles take despite this (routinely over 30mph, anecdotally some say upwards of very dangerous 45mph+ too).</p>
252	04/12/2024 08:05:42 +01:00	Resident	Other	Partly Support	<p>The proposed order includes an awful lot of signage. We'd like to see this reduced to a minimum to help preserve the character of the estate as much as possible.</p> <p>We'd also like to see a reduction in the hours of operation to make the scheme less of an inconvenience to residents whilst maintaining a sufficient deterrent for commuter parking, say from 10am to 2 pm.</p> <p>We'd also prefer to see no spaces, or at least only on one side around the bend in Hurst Park Avenue to make cycling safer.</p> <p>We'd also like to see more provision of free short term parking around Milton Road and Arbury Road to support local businesses.</p>
253	03/18/2024 11:29:57 +00:00	Resident	Safety	Partly Support	<p>In Orchard Avenue I would prefer to see the parking spaces alternating from one side to the other in the half of the street nearer Hurst Park Avenue. This would be a speed-reducing measure as a straight run encourages people to break the limit. The disabled person's space at approx number 40 will have that effect at that end of the street. This would apply in Highfield Avenue, too.</p> <p>I was initially surprised to see parking on both sides of Hurst Park Avenue. This would appear to embed the sort of 'canyon' effect that the commuter parking has and that is particularly dangerous for cyclists, so it's a problem for all residents, not just those of HPA. On reflection, given the amount of off-street space, I suspect this space will be empty a lot of the time. However, I would like to be assured that this has been considered.</p>
254	03/18/2024 10:03:09 +00:00	Resident	Parking	Partly Support	<p>Orchard Avenue (a major cycling route for schoolchildren) is a speeding rat-runner's paradise, despite our regular Speedwatches. Currently cars in rush hour (in one direction only) average one per minute. Speeding can reach a level of 50% of vehicles. Parked cars do slow rat-runners down. I would be grateful if the parking places in our road could alternate more, e.g two spaces on one side. two on the other etc, which would discourage the speeding.</p>
255	12/04/2024	Resident		Partly Support	<p>I am in broad support of the parking scheme.</p> <p>However, I am aware there would be even more support for the scheme in the area if the hours of restriction were less, say 10am to 2pm would deter all-day commuters but enable friends and family of residents to park more easily. This would be much better than 9am to 3pm. It would still give enough time for the wardens to police the scheme over the whole area</p>
256	12/04/2024	Resident		Partly Support	<p>I reside at x Orchard Avenue, Cambridge, within this proposed scheme, [REDACTED] Broadly speaking I support the scheme, but feel it is prudent to raise a potential issue at this stage regarding the proposed 2 parking spaces immediately outside [REDACTED] Orchard Avenue.</p> <p>I note that some disabled spaces have recently been marked in the area. [REDACTED] because I have a driveway which I am currently able to park our one car in [REDACTED]</p> <p>That may change in the future, [REDACTED] which I suspect could be difficult for me to manoeuvre to park in my driveway with the proposed resident bay so close to my driveway. Accordingly I felt this was the time I should at least register this with you.</p>
257	12/04/2024	Resident		Partly Support	<p>I support the need for a parking scheme especially to reduce traffic in Cambridge by preventing commuter parking which can only get worse if nothing is done.</p> <p>I propose hours of 10am -2pm as this would have widespread support of residents by giving them more freedom whilst still achieving the objective of stopping commuters clogging our streets.</p>
258	02/04/2024	Resident		Partly Support	<p>I am writing about the consultation on Resident Parking Permit in the area of Milton Road, specifically in Springfield Road.</p> <p>We are very pleased to hear that the Council will introduce Resident Parking Permits in our area. We live in number xx Springfield Road. We are concerned about the future availability of spaces in our road specifically, given the fact that the parking in the next street (Herbert St) will be cancelled on one side of the road due to the impossibility of fire engines entering Herbert St.</p> <p>As it is at the moment, is difficult to get a parking space in Springfield Road and we wonder whether it is feasible to allow more than two resident parking permits per household, as there will be a higher demand for spaces in Springfield Road because of the cancellation of parking on one side of Herbert Street. In addition there are eight terraced cottages in Springfield Terrace that use parking space in Springfield Road.</p> <p>Also, we have noticed that though the apartment building, Whichcote House, has their own parking space, this does not seem enough at week-ends, when there are big cars and minibuses coming to the building and parking demand spills over to Springfield Road. We wonder whether some of those flats are used as AirB&B.</p>
259	04/04/2024	Unknown		Partly Support	<p>I write in support of the introduction of a residents parking scheme in the Milton Road/Arbury Road area.</p> <p>Further suggestions to the council are:</p> <ol style="list-style-type: none"> to be more ambitious to achieve the County Council's LTP by reducing the number of proposed residents parking spaces marked on the roads. This should be considered specially where provision could be made for cycle routes in place of the parking spaces or where properties already have off road parking available. to include a clause within the Resident Parking Scheme policy to allocate a minimum number of car club parking spaces in each resident parking scheme tranche. CoMoUK may have experience from elsewhere in the UK to advise. to make sure that any provision for electric charging points is made within the roadway and not on the footway. As referenced in clause 2.1 and 10.30 of the Resident Parking Scheme policy the Council are introducing residents' parking schemes to maintain a safe passage for people walking or wheeling on the pavement. Living Streets, the charity for people walking, does not support the installation of pavement-based charging points.

Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Highways & Transportation (with Greater Cambridge Partnership)		Name:	Claudia Green
Proposal being assessed:		Job Title:	Senior Transport Planner
The Milton Road Area Residential Parking Scheme		Contact details:	Claudia.Green@wsp.com
Business Plan Proposal Number: (if relevant)	-	Date commenced:	17.05.24
		Date completed:	24.05.24
Key service delivery objectives:			
<p>Residents Parking Schemes (RPSs) are generally implemented in areas where there is competing parking demand from various users, including residents, businesses and shoppers. They intend to provide residents living on a designated street with a fair opportunity to park close to their homes, although it does not guarantee a parking space.</p> <p>In Cambridge, there are currently 23 resident's permit parking schemes in operation. The Cambridgeshire County Council (CCC) Highways and Transport Committee approved the resumption of additional schemes on November 4th 2021, and requested that the Greater Cambridge Partnership (GCP) begin delivering new residents' parking schemes throughout the city of Cambridge.</p> <p>In June 2022, the GCP Executive Board agreed that parking controls should be gradually implemented across the entire city, with the Milton RPS area being part of the first tranche of schemes to be funded from the GCP's City Access budget.</p> <p>The proposed Milton Road Area RPS covers the Ascham, Elizabeth, and Hurst Park areas, and includes and supersedes the existing Ascham Resident Parking Scheme.</p>			
Key service outcomes:			
<p>The Milton Road Area RPS (proposed scheme) mainly covers residential side streets off Milton Road, Chesterton Road and Arbury Road in Cambridge. The aim of the scheme is to give priority for on-street parking to residents of those streets.</p> <p>RPSs deter all day parking by non-residents, such as city centre workers and commuters, so may discourage people from driving into Cambridge in search of free on-street parking. As a result, RPSs have the potential to reduce congestion and improve air quality.</p> <p>Residents Parking aligns with City Deal ambitions to reduce congestion and improve sustainable travel options, and the Mayor's objectives, as set out in the Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan (November, 2023).</p>			

Equality Impact Assessment

For employees and/or communities

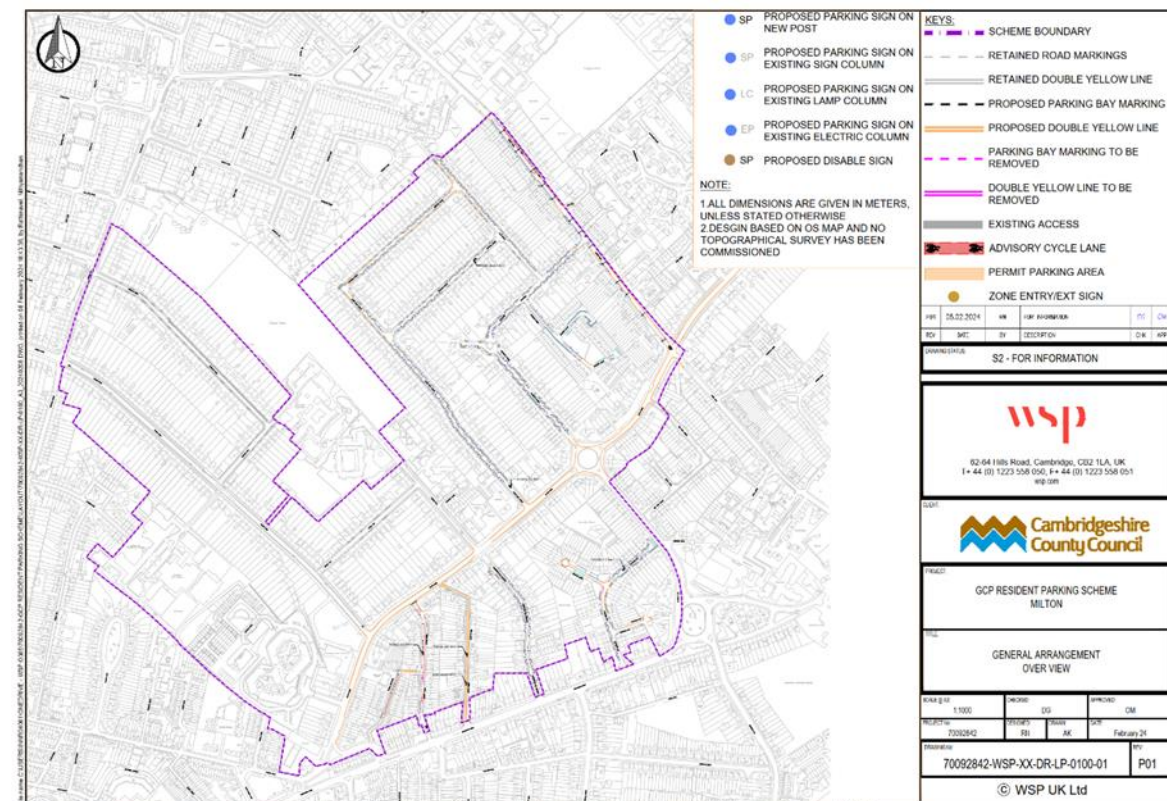
What is the proposal?

The proposed Milton Road Area RPS covers the Ascham, Elizabeth, and Hurst Park areas, and includes and replaces the existing Ascham Resident Parking Scheme. The proposed scheme boundary is shown in **Figure 1**.

Parking within these streets will become either resident permit holder's parking, will be subject to no waiting at any time or will remain unrestricted, such as across private driveways. Additionally, the proposal includes provision of some mixed use bays (2 hour time limit/residents' permit holder parking) near the dental practice on Hurst Park Avenue. Existing disabled parking bays in the area will be retained. The residents' permit parking and other restrictions will operate from Monday to Friday between 09:30am and 3:00pm. Roads within the existing Ascham parking zone will be incorporated into the new Milton Zone.

The scheme specifics have been developed in accordance with resolutions put forward by the Milton Road Local Liaison Forum, and following requests from Local Resident Associations and Councillors as a priority area in need of an RPS.

Figure 1 - Milton Road Area Resident Parking Scheme



Equality Impact Assessment

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What information did you use to assess who would be affected by this proposal?

CENSUS DATA (2021)

The primary data source for this Equality Impact Assessment (EqIA) will use the 2021 Census data provided by the Office for National Statistics (ONS).

Data was obtained on the following protected characteristic groups:

- **Age**
- **Disability**
- **Sexual orientation**
- **Gender reassignment**
- **Sex**
- **Marriage and Civil Partnerships**
- **Pregnancy and Maternity**
- **Race**
- **Religion or belief**

Although not protected characteristic groups under the Equality Act 2010, there are additional categories set out as priorities by CCC, and therefore are included within this assessment. These categories are as follows:

- **Poverty**
- **Rural Isolation**
- **Care Experience**

NON STATUTORY PUBLIC CONSULTATION

An informal public consultation period took place between 3rd October and 14th November 2022. This gave the public an opportunity to provide feedback on the proposal, including questions on protected characteristic groups. For example, the consultation survey featured the following questions:

“Do you have a disability that affects the way you travel?”

“Please indicate your age range.”

Feedback from October/November 2022 consultation has been used in undertaking this EqIA, taking into account the concerns of respondents, particularly those that are within the protected groups or those that have identified concerns relating to protected groups.

In response to the questions above:

10.5% (35) said that they had a disability which affects the way they travel.

13% (44) were 75 or over

20.4% (69) were 65-74

In relation to Age and disability:

2% (7) were over 75 and said they had a disability

5% (17) were 65 and over and said they had a disability

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Some written responses from individuals also mentioned disabilities (one had personal disabilities and one respondent noted they had a disabled child).

STATUTORY CONSULTATION

The notice for the Milton Road area RPS was published in the Cambridge News on 18th March 2024 and the statutory consultation period ran until 12th April 2024.

Feedback from March/April 2024 consultation has been used in undertaking this EqlA, taking into account the concerns of respondents, particularly those that are within the protected groups or those that have identified concerns relating to protected groups.

Are there any gaps in the information you used to assess who would be affected by this proposal?

Census data for certain protected characteristics such as gender reassignment, pregnancy and maternity, as well as data for Poverty and Care Experience groups, has not been obtained due to the unavailability of publicly accessible information at the time of writing

Who will be affected by this proposal?

The proposal is expected to primarily affect all residents living within the scheme boundary, this includes people that are part of any protected characteristic group under the Equality Act 2010.

It may also affect residents living just outside the scheme boundary on the north side of Arbury Road. However, blue badge holders (of any address) will be able to park within the Scheme Area without needing a permit.

It may also have impacts for non-residents, including city centre employees and commuters who presently park in this vicinity. However, alternative commuting options to Cambridge, such as Milton Park & Ride or Cambridge North Railway Station, present opportunities for a positive shift towards sustainable transport modes.

Furthermore, there is the possibility that the scheme may cause some displaced parking around the edges of the scheme boundary. However, as discussed above, there are plenty of alternative commuting options to Cambridge.

The area analysed as part of this EqlA is described below.

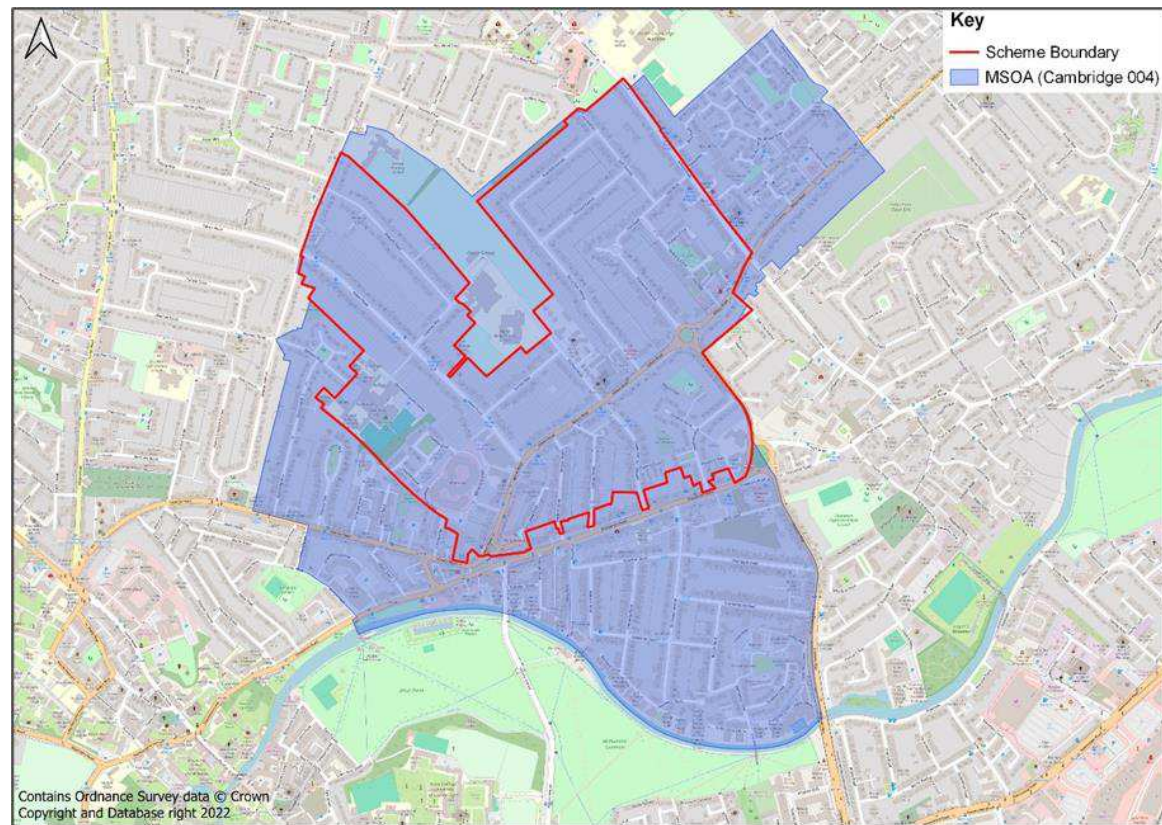
MSOA WITHIN STUDY AREA

Middle Super Output Areas (MSOAs) were used to assess the different protected characteristic groups. The MSOA that has been selected for this assessment is for the area where the proposed scheme will be implemented.

As shown in **Figure 2**, the proposed scheme boundary fits within MSOA (Cambridge 004) and therefore this MSOA has been selected as the Study Area MSOA. However, it should be noted that as the MSOA encompasses a slightly larger area than the Scheme Area, the data provided for the Study Area MSOA should be treated as representative.

Figure 2 – Study Area MSOA

Equality Impact Assessment For employees and/or communities



Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment					
<i>Note: * = protected characteristic under the Equality Act 2010.</i>					
*	Age	<input checked="" type="checkbox"/>	*	Disability	<input checked="" type="checkbox"/>
*	Gender reassignment	<input checked="" type="checkbox"/>	*	Marriage and civil partnership	<input checked="" type="checkbox"/>
*	Pregnancy and maternity	<input checked="" type="checkbox"/>	*	Race	<input checked="" type="checkbox"/>
*	Religion or belief (including no belief)	<input checked="" type="checkbox"/>	*	Sex	<input checked="" type="checkbox"/>
*	Sexual orientation	<input checked="" type="checkbox"/>		Care Experience	<input checked="" type="checkbox"/>
	Rural isolation	<input checked="" type="checkbox"/>		Poverty	<input checked="" type="checkbox"/>

Section 3: Equality Impact Assessment

Research, data and/or statistical evidence

SOCIO-DEMOGRAPHIC DATA

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010:

- **Age**
- **Disability**
- **Sexual orientation**
- **Gender reassignment**
- **Sex**
- **Marriage and Civil Partnerships**
- **Pregnancy and Maternity**
- **Race**
- **Religion or belief**

Although not protected characteristic groups under the Equality Act 2010, data has also been gathered for the following groups:

- **Poverty**
- **Rural Isolation**
- **Care Experience**

Data has typically been taken from the 2021 Census, where this has not been available, the source and year has been provided.

PUBLIC ENGAGEMENT

A public consultation period took place between 3rd October and 14th November 2022. The consultation consisted of:

- Public consultation: Public Drop-in Event at Chesterton Community College (19th November 2022)
- Public consultation: Online Public Zoom Meeting (2nd November 2022)

Feedback from October/November 2022 consultation has been used in undertaking this EqlA, taking into account the concerns of respondents, particularly those that are within the protected groups or those that have identified concerns relating to protected groups.

STATUTORY CONSULTATION

The notice for the Milton Road area RPS was published in the Cambridge News on 18th March 2024 and the statutory consultation period ran until 12th April 2024.

Additional details were available on the Council's website, Cambridge Central library and notices were posted on-street. All households and businesses in the area received individual consultation letters.

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Feedback from March/April 2024 consultation has been used in undertaking this EqIA, taking into account the concerns of respondents, particularly those that are within the protected groups or those that have identified concerns relating to protected groups.

Socio-Economic Profile

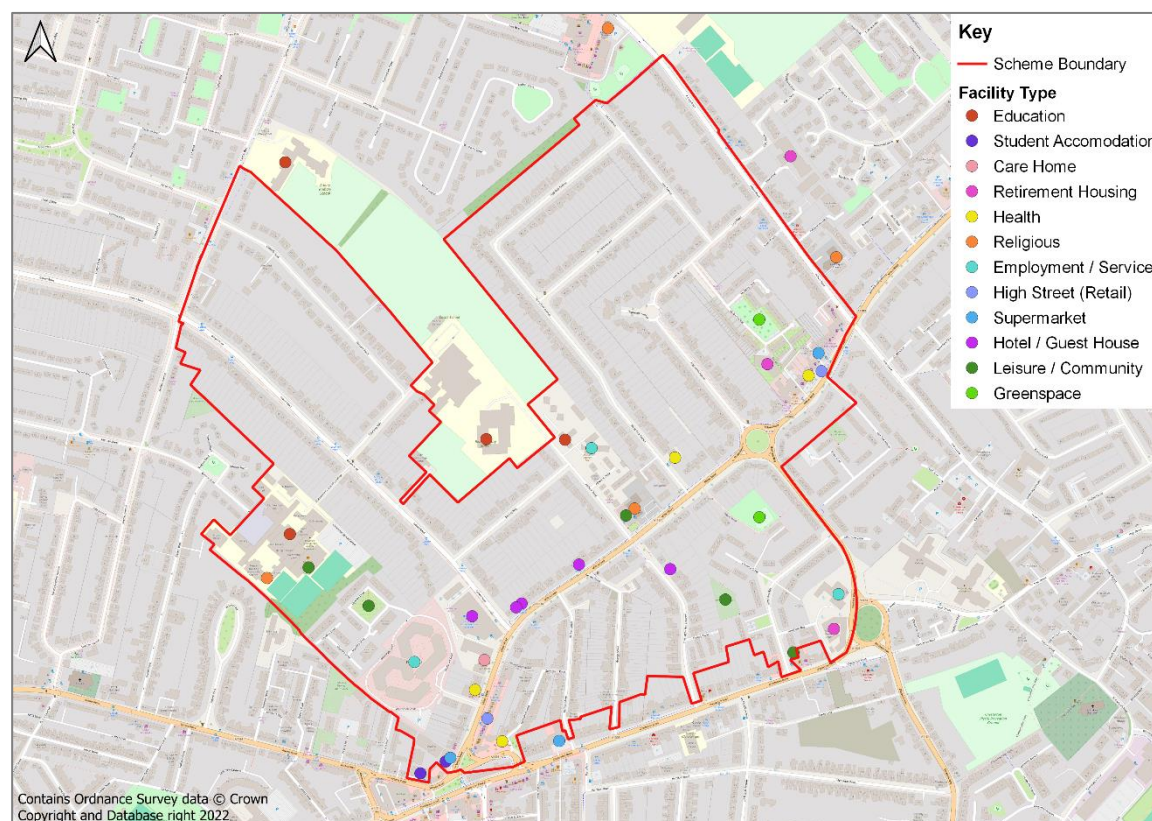
Equality Impact Assessment

For employees and/or communities

INTRODUCTION

An analysis has been carried out within the scheme boundary to evaluate potential impacts on any protected characteristic groups that could be accessing facilities in this area, as shown in **Figure 3**. The findings of this analysis will feed into the full assessment of potential impacts on each of the protected characteristic groups that is provided below.

Figure 3 – Local Facilities within or immediately adjacent to Scheme Area



POPULATION

Table 1: Population density in Study Area MSOA, Cambridge District, Cambridgeshire, and England (2021 Census)

Area	Population	Density (number of usual residents per km ²)
Study Area – MSOA Cambridge 004	8,484	5,561.7
Cambridge	145,676	3,579.2
Cambridgeshire	678,852	222.8
England	56,490,048	433.5

Table 1 shows that the Study Area MSOA has a population of 8,484 (2021 Census). It also shows that the Study Area MSOA has a higher population density as compared to Cambridge District, Cambridgeshire County and England. This is likely due to denser housing for the population within the city, such as student accommodation, as shown in **Figure 3** above.

Equality Impact Assessment

For employees and/or communities

AGE

Table 2: Percentage Population by Age Range (2021 Census)

Area	All Usual Residents	Age 0 to 14	Age 15 to 29	Age 30 to 44	Age 45 to 64	Age 65+
Study Area MSOA	8,484	13.2%	23.9%	21.3%	23.9%	17.7%
Cambridge	145,676	13.6%	33.0%	22.8%	19.4%	11.3%
Cambridgeshire	678,852	16.5%	19.0%	20.2%	25.7%	18.6%
England	56,490,048	17.3%	18.3%	20.0%	25.8%	18.4%

In **Table 2**, it is shown that the Study Area MSOA and Cambridge have a larger proportion of young people (aged 15 to 29), with 23.9% and 33.0% respectively, compared to Cambridgeshire (19.0%) and England (18.3%). This may be due to a higher proportion of students and young professionals living in the city than other parts of the UK.

Approximately 17.7% of the MSOA population is aged 65+, which is marginally lower than in Cambridgeshire (18.6%) and England (18.4%), but higher than in Cambridge (11.3%).

Facilities within the Scheme Area

With regards to facilities relevant to age, there are some educational facilities located within the Scheme Area where higher proportions of activity involving children and young people are likely to be concentrated. These include:

- Chesterton Community College
- Olive AP Academy - Special Education Needs (SEN) School

Beyond the scheme boundary but nearby is also Cambridge Regional College and there is a Youth and Community Centre to the east of Milton Road.

In addition, there are some facilities located within the Scheme Area where higher proportions of older people are likely to be concentrated, these include:

- Cambridge Manor Care Home
- Coach House Court (Retirement Housing)
- Ellis House (Retirement Housing)

Just outside the scheme boundary there are also sheltered living accommodation known as Mansel Court and retirement properties at Havenfield which would be inhabited by elderly people.

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DISABILITY

Table 3: Limiting long-term illness or disability (2021 Census)

Area	Disabled under the Equality Act: Day-to-day activities limited a lot	Disabled under the Equality Act: Day-to-day activities limited a little	Not disabled under the Equality Act
Study Area MSOA	3.9%	10.2%	85.9%
Cambridge	4.9%	9.8%	85.3%
Cambridgeshire	6.0%	10.2%	83.8%
England	7.3%	10.0%	82.7%

Table 3 shows that in comparison to the district, county, and national proportions, the Study Area MSOA has the lowest percentage of people 'limited a lot' in their day-to-day activities (3.9%). The proportion of people 'limited a little' in their day to day activities is relatively similar across the areas, with a maximum difference of 0.4%.

Facilities within Scheme Area

There are medical facilities located within the Scheme Area which offer services which could more likely be used by members of this protected characteristic group, such as:

- Milton Road Pharmacy

Just outside the scheme boundary there is also sheltered living accommodation known as Mansel Court and retirement housing at 'Havenfield' which may include residents with mobility issues.

SEXUAL ORIENTATION

Table 4: Sexual Orientation (2021 Census)

Area	Straight or Heterosexual	Gay or Lesbian	Bisexual	All other sexual orientations	Not answered
Study Area MSOA	83.5%	2.5%	3.3%	1.0%	9.7%
Cambridge	80.6%	2.7%	3.8%	1.0%	11.9%
Cambridgeshire	88.3%	1.5%	1.8%	0.5%	8.0%
England	89.4%	1.5%	1.3%	0.3%	7.5%

Table 4 indicates that the Study Area MSOA has a slightly higher proportion of people that identify as Gay or Lesbian (2.5%), Bisexual (3.3%) or as 'all other sexual orientations' (1.0%) in comparison to in Cambridgeshire and England. Cambridge has the lowest

Equality Impact Assessment

For employees and/or communities

proportion of people that identify as straight or heterosexual (80.6%), which is approximately 3% lower than in the Study Area MSOA (83.5%).

Facilities within Scheme Area

There are not known to be facilities within the Scheme Area providing services which are of specific relevance to sexual orientation.

Gender

Table 5: Percentage of the population by sex (2021 Census)

Area	Males	Females
Study Area MSOA	49.2%	50.8%
Cambridge	50.1%	49.9%
Cambridgeshire	49.4%	50.6%
England	49.0%	51.0%

Table 5 shows that there are slightly more females residing in the Study Area MSOA (50.8%) than males (49.2%), similar to in Cambridgeshire and England. In Cambridge, there are slightly more Males (50.1%) than females (49.9%).

Facilities within Scheme Area

There are not known to be facilities within the Scheme Area providing services which are of specific relevance to gender.

MARRIAGE AND CIVIL PARTNERSHIP (2021 Census)

Table 6: Percentage of the population by marriage and civil partnership status

Area	Single	Married	Civil partnership	Separated	Divorced	Widowed/ Surviving partner
Study Area MSOA	45.8%	40.7%	0.5%	1.4%	7.1%	4.4%
Cambridge	56.5%	32.6%	0.3%	1.4%	6.0%	3.3%
Cambridgeshire	36.9%	46.4%	0.2%	2.0%	8.8%	5.7%
England	37.9%	44.5%	0.2%	2.2%	9.0%	6.1%

Table 6 shows that the highest proportion of the population residing in the Study Area MSOA are single (45.8%), which is followed by the proportion of people that are married (40.7%).

The proportion of the population that are single in the Study Area MSOA (45.8%) is higher than in Cambridgeshire (36.9%) and England (37.9%), but lower than in Cambridge (56.5%).

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Facilities within Scheme Area

A facility located within the Scheme Area which offers services which could be used by members of this protected characteristic group includes:

- Cambridge Register Office

PREGNANCY AND MATERNITY (2022 Census)

In the absence of data on the number of pregnant women in an area, data on live births can be used to provide some approximate figures. These figures are presented below in **Table 7** for 2022. Only district, county and country level data have been identified within the table due to no availability of data at MSOA level.

Table 7: Live Births (counts) in 2022

Area	Live Birth Counts 2022
Study Area MSOA	Not Available at MSOA Level
Cambridge	1,229
Cambridgeshire	6,395
England	577,046

Table 7 shows that in In 2022, Cambridge had 1,229 live births, Cambridgeshire had 6,395 and England had 577,046.

Facilities within Scheme Area

Facilities providing services in Scheme Area which are most relevant to pregnancy and maternity are the same as those for the disability group (various community facilities) and marriage and civil partnership (registry office).

RACE AND ETHNICITY

Table 8: Percentage of population by ethnicity (2021 Census)

Ethnicity	Asian, Asian British or Asian Welsh	Black, Black British, Black Welsh, Caribbean or African	Mixed or Multiple ethnic groups	White	Other ethnic group
Study Area MSOA	8.3%	1.2%	4.3%	83.8%	2.5%
Cambridge	14.8%	2.4%	5.1%	74.5%	3.1%
Cambridgeshire	5.8%	1.4%	2.9%	88.6%	1.3%
England	9.6%	4.2%	3.0%	81.0%	2.2%

Table 8 indicates that the majority of the population residing in the Study Area MSOA are White (83.8%), this is slightly higher than in England (81.0%). The second largest proportion of the population in the Study Area MSOA are from an Asian, Asian British or Asian Welsh (8.3%) ethnic background, followed by Mixed or Multiple ethnic groups (4.3%), other ethnic group (2.5%) and Black, Black British, Black Welsh, Caribbean or African (1.2%).

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Facilities within Scheme Area

There are not known to be facilities within the Scheme Area providing services which are of specific relevance to race.

RELIGION OR BELIEF

Table 9: Percentage of population by religion (2021 Census)

Religion Category	Study Area MSOA	Cambridge	Cambridgeshire	England
Christian	36.2%	35.2%	45.1%	46.3%
Buddhist	1.2%	1.1%	0.5%	0.5%
Hindu	1.3%	2.3%	1.1%	1.8%
Jewish	1.1%	0.7%	0.3%	0.5%
Muslim	2.2%	5.1%	2.1%	6.7%
Sikh	0.1%	0.2%	0.2%	0.9%
Other religion	0.6%	0.8%	0.6%	0.6%
Not answered	7.7%	9.8%	7.0%	6.0%
No religion	49.6%	44.7%	43.2%	36.7%

Table 9 indicates that 42.7% of the population residing in the Study Area MSOA have a religion. This is lower than in Cambridge (45.4%), Cambridgeshire (49.9%) and England (57.3%).

Facilities within Scheme Area

There are places of worship within the Scheme Area which could serve members of this protected characteristic group may seek to access, including:

- St Laurence's (Catholic Church)
- KICC Cambridge (located within Chesterton Community College)

Just beyond the scheme boundary there are also other relevant places of worship:

- Cambridge Gurdwara and Sikh Society
- Grace Church
- Arbury Road Baptist Church

RURAL ISOLATION

The area proposed for the RPS is an urban neighbourhood. However there may be some impacts on those who commute in from rural areas and currently park within the proposed zone boundary.

In the absence of data specifically on rural isolation, **Table 10** below shows the percentage of the usual population residing in urban or rural areas from the 2011 Census. Only district, county and country level data have been identified within the table due to no

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availability of data at MSOA level.

Table 10: Urban and Rural Population (2011 Census)

Rural / Urban	Cambridge	Cambridgeshire	England
Total	123,867	621,210	53,012,456
Urban (total)	99.7%	52.9%	82.4%
Urban major conurbation	0.0%	0.0%	35.4%
Urban minor conurbation	0.0%	0.0%	3.6%
Urban city and town	99.7%	52.9%	43.2%
Urban city and town in a sparse setting	0.0%	0.0%	0.2%
Rural (total)	0.3%	47.1%	17.6%
Rural town and fringe	0.3%	28.5%	8.4%
Rural town and fringe in a sparse setting	0.0%	0.0%	0.4%
Rural village	0.0%	14.2%	5.2%
Rural village in a sparse setting	0.0%	0.0%	0.3%
Rural hamlet and isolated dwellings	0.0%	4.3%	3.1%
Rural hamlet and isolated dwellings in a sparse setting	0.0%	0.0%	0.3%

Table 10 shows that Cambridgeshire has a much higher rural population proportion at 47.1% compared to England at 17.6%. However, the Milton study area is of urban character.

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Non-Statutory Public Consultation

An informal public consultation period was undertaken between 3rd October and 14th November 2022 to provide the opportunity for members of the public to have their say on the proposal.

The consultation consisted of:

- Public consultation: Public Drop-in Event at Chesterton Community College (19th November 2022)
- Public consultation: Online Public Zoom Meeting (2nd November 2022)

An online survey was the primary mechanism in which people could respond over the consultation period, however responses over the telephone, in an email or by post were also accepted.

The respondents' answers for each of the questions in the consultation survey were initially tabulated and formatted in a spreadsheet.

The individual answers from the multiple-choice questions were broken down into a percentage of the overall number of respondents to the corresponding question. The descriptive questions were categorised to identify common themes and ranked on the number of occurrences in respondents' comments.

The consultation survey received 339 responses, of which two were from organisations/businesses within the scheme boundary, while the remainder were from individuals. There were 312 responses from residents within the Milton Road residents' parking scheme, 21 responses from residents' outside of the residents' parking scheme and 6 responses without an address.

STATUTORY CONSULTATION

The notice for the Milton Road area RPS was published in the Cambridge News on 18th March 2024 and the statutory consultation period ran until 12th April 2024. Additional details were available on the Council's website, Cambridge Central library and notices were posted on-street. All households and businesses in the area received individual consultation letters.

A total of 381 written representations were received, consisting of 288 objections, 75 expressions of support and 18 neutral responses.

Feedback was received from private residents on the northern side of Arbury Road, who are situated outside the boundary and therefore not eligible for permits. They expressed their concerns that the scheme would impact their ability to park near their properties.

The majority of these comments originated from Havenfield, a private retirement village with limited private off street parking facilities. These comments had previously been raised during the informal consultation period. They were carefully reviewed and discussions were held with residents and members. This is a matter of balancing competing needs and impacts. However, it was concluded that including the northern side of Arbury Road at this time was not essential to include within the scheme boundary as almost all properties on the northern side of the road have access to private off street parking. This is also the case for Havenfield which has its own private car park. Whilst it is understood that there is not sufficient space for every resident at Havenfield to park on-

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site, Havenfield currently appears to have parking provision commensurate with Cambridge City Council parking standards for retirement/sheltered living accommodation.

Given the concerns expressed, it is recommended that any issues arising after implementation, including the concerns from the residents on the Northern side of Arbury Road, be evaluated in a 6 month review. If the concerns are validated, and post-operation capacity is demonstrated to be sufficient, there should be consideration to extend the boundary to include these properties.

Based on consultation evidence or similar, what positive impacts are anticipated from this proposal?

1) Positive Impacts Upon Scheme Opening

Age

The proposed scheme deters all day parking by non-residents, such as city centre workers and commuters, which has the potential to reduce commuter parking and inconsiderate parking. This can help improve the street scene and can make streets safer and more accessible for all road users, including for younger people travelling to school.

The scheme intends to provide residents living on a designated street with a fair opportunity to park close to their homes. This could benefit older residents living within the scheme boundary who may have limited mobility or issues with walking long distances.

The proposed scheme has the potential to reduce congestion and improve air quality. Exposure to poor air quality and pollutants is particularly harmful to children whilst their lungs are developing, therefore improvements to air quality could benefit this group.

Disability

Blue badge holders (of any address) will be able to park within the Scheme Area without needing a permit and existing disabled parking bays in the area will remain. Therefore, there should be no impact on disabled users accessing facilities within or immediately adjacent to the area.

The scheme intends to reduce inconsiderate and unsafe parking, which can make the street safer and more accessible for all road users, including people with disabilities. For example, the implementation of parking bays could reduce vehicles parking close together or too close to junctions. This could benefit people with disabilities as they could have more space to park and as such it will be easier to offload mobility aids such as wheelchairs from the boot of a vehicle.

The proposed scheme has the potential to reduce congestion and improve air quality. Exposure to poor air quality and pollutants is particularly harmful people with certain disabilities and long term respiratory health issues, therefore improvements to air quality could benefit this group.

Sexual orientation

There is no evidence to suggest differential or disproportionate impacts on this group.

Gender reassignment

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There is no evidence to suggest differential or disproportionate impacts on this group.

Sex

There is no evidence to suggest differential or disproportionate impacts on this group.

Marriage and Civil Partnerships

The Cambridge Register Office is located within the Scheme Area, off Ascham Road however there is car parking provision for 23 spaces on site. Therefore, there is no evidence to suggest disproportionate impacts on this group.

Pregnancy and Maternity

The proposed scheme has the potential to reduce congestion and improve air quality. Exposure to poor air quality and pollutants can affect pregnancy, therefore improvements to air quality could benefit this group.

The scheme intends to reduce inconsiderate parking, which can make the street safer and more accessible for all road users, including pregnant people. People in this group may also have pushchairs and young children, who could benefit from accessibility improvements, for example by formalising the parking bays and avoiding conflicts with dropped kerb access points. Additionally, the implementation of parking bays could reduce vehicles parking close together, and as such it will be easier to offload pushchairs from the boot of a vehicle.

Also, the scheme intends to provide residents living on a designated street with a fair opportunity to park close to their homes, which could benefit heavily pregnant people having to walk long distances to their residence.

In the Scheme Area, a facility which offers services which could more likely be used by members of this protected characteristic group is Milton Road Pharmacy. Residents of this group will be able to park in the Scheme Area and non-residents can utilise the car parking provision outside of the pharmacy.

Race

There is no evidence to suggest differential or disproportionate impacts on this group.

Religion or belief

There are places of worship located within the Scheme Area, namely St Laurence's Catholic Church and KICC Cambridge, located in Chesterton Community College. Both of these places of worship have some car parking provision. Therefore, there is no evidence to suggest disproportionate impacts on this group.

Rural Isolation

The proposed scheme is located within an urban area of Cambridge, so there are no such impacts on people living within or immediately adjacent to the scheme. The scheme may impact some people who presently park in this vicinity if they travel from rural areas. However, there are alternative parking options for those coming from rural areas into Cambridge, including free parking at the network of Park & Ride sites on the edges of the city as well as Cambridge North Railway Station, which present opportunities for a positive shift towards sustainable transport modes. Therefore there is no evidence to suggest disproportionate impacts on this group.

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Care Experience

There is no evidence to suggest differential or disproportionate impacts on this group.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?

1) Negative Impacts During Consultation/Engagement

Potential risks for those with protected characteristics were identified as follows:

- If information is focused online only, some older people do not have access to the internet and so they may be excluded from seeing the information and being able to respond.
- In-person events organised at venues that are not easily accessible in terms of transportation or lack of facilities such as step free access or seating, it could prevent older people and/or disabled people from attending and participating.
- People who have a learning disability or are unable to read the standard consultation material, may be prevented from learning about the scheme and being able to provide their feedback.
- Where English is not a first language, residents and interested parties may be negatively impacted if consultation and engagement materials are available in English only.

During the public consultation, both in-person and online events were held, with the intention of avoiding anyone being excluded by a sole focus on either route. All properties within the boundary received written notice of both formal and informal consultations. The option to receive paper copies, or survey material in another language, large print, Braille or audio tape was available on request, as well as the option to provide comments over the telephone rather than online. Simple language was also used where possible to explain the proposals in plain English for ease of interpretation. Any future consultations on post-scheme amendments would follow similar principles to maximise inclusion.

1) Negative Impacts of Scheme Construction

Scheme implementation will be via 'signs and lines' so the scheme can be implemented rapidly with only very minor short duration disruption to footways for installation of new sign posts. Parking may also be suspended temporarily on one side of the road during the lining works. However, the works proposed on each road could be completed within one week and the works carried out on a street-by street basis so that disruption is localised to one street at once.

If footways need to be closed or obstructed/narrowed temporarily, wheelchair users and those with pushchairs and prams may be affected. Temporary accessible ramps should be used to direct pedestrians to a suitable alternative route in this situation. The majority of works are not located on bus routes, other than Arbury Road.

1) Negative Impacts Upon Scheme Opening

Age

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During the statutory consultation (March/April 2024) and during the informal consultation in 2022 feedback was received which relates to potential negative impacts of the scheme on elderly residents.

Feedback was received from private residents on the northern side of Arbury Road, who are situated outside the scheme boundary and therefore not eligible for permits.

The comments mainly came from Havenfield, a private retirement village with limited off-street parking. They have expressed their concerns that the scheme would impact their ability to park near their properties. This could have a negative impact on elderly residents who may struggle to find parking near their residence, especially those with limited mobility or difficulty walking long distances.

The Northern side of Arbury Road was not included within the boundary as almost all properties on the northern side of the road have access to or opportunity for private off street parking, so do not need to be included in the scheme boundary. This is also the case for Havenfield which has its own private carpark..

However, any issues arising after implementation would be evaluated in a 6 month review. If the concerns are validated, and post-operation capacity is proven to be sufficient, there could be consideration to extend the boundary to include additional properties.

For narrow roads where parking capacity will be single sided to comply with safety requirements (such as on Herbert Road and Springfield Road) there may be longer distances to walk for those who are not able to find a space outside their property. This may have negative impacts on older people, especially those with limited mobility or difficulty walking long distances. It may also impact on people with mobility related disabilities or heavily pregnant people having to walk long distances to their residence.

Disability

During the statutory consultation (March/April 2024) feedback has been received which raises concerns about excessive street furniture and clutter, due to signs and parking machines/e-charging facilities reducing the available footway width. This could potentially impact people using a wheeled mobility aid such as wheelchairs, mobility scooters or walking frames.

The proposed scheme design limits new signage to the minimum requirement to enable the relevant TROs to be enforceable. New street furniture will be limited and existing poles and lamp columns are proposed to be used where this is reasonably practicable. New signs will be installed in grass verges or at the front or rear of the footway to prevent causing an obstruction to the footway or significantly reducing the available width.

Pregnancy & Maternity

Potential negative impacts felt by this group are similar to those presented above in the disability and age groups for those with pushchairs and prams. Street clutter will be minimised to avoid reducing footway widths.

Poverty

During the statutory consultation (March/April 2024), feedback has been received which relates to the cost of permits being unacceptable. The introduction of RPS could have a negative impact on people on low incomes or who are from financially excluded

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backgrounds. In the Scheme Area, resident permits for cars cost £75 per annum and visitor permits cost £16 for 5 days' parking.

However, the GCP has agreed to fund the implementation costs for resident parking schemes in Cambridge. This includes removal of the additional one-off set up cost that permit holders have historically had to pay.

Furthermore, costs are maintained in line with all other RPS within the city and set by Parking Policy and Parking services to ensure that the programme remains cost neutral to the authority.

Care Experience

No negative impacts are expected beyond those presented in the poverty group, above.

How will the process of change be managed?

Consultation Impacts

If any further consultation occurs on future scheme amendments, it would need to be promoted via a mixture of on- and offline material, including postcards sent through doors, posters in public venues and social media posts. Information on the scheme would be available online, and hard copies (as well as other formats, such as large text, braille and other languages) will be available upon request. People would also be able to provide their feedback either online or offline. Venues for consultation events would also be chosen carefully to ensure they can be travelled to via a variety of modes and are fully accessible for all abilities.

How will the impacts during the change process be monitored and improvements made (where required)?

There will be ongoing monitoring and recording of any impacts that are raised relating to the protected characteristic groups to ensure suitable mitigation is included into the scheme designs as the project progresses.

This EqlA should undergo periodic reviews as the project progresses, in line with any design changes, phases of work and new information relevant to the EqlA. This will ensure all impacts are captured, mitigated and monitored accordingly.

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Section 4: Equality Impact Assessment - Action plan

Impact assessment during consultation and construction

Details of disproportionate negative impact (e.g. worse treatment / outcomes)	Group(s) affected	Severity of impact (L/M/H)	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
Some groups may face challenges with attending in-person consultation events. This could be due to the venue's location or access within the building.	Age, Disability	L	A risk assessment will be undertaken to ensure the venue is appropriate for all users. This includes being located in an area that is easily accessed through public transport and has nearby parking (including disabled spaces). The building itself will need to be easily accessible for those with mobility aids and pushchairs (i.e. no steps), have toilets (including men, women and disabled) and have seating available. Online events provide an alternative to attending in-person events.	GCP	Before informal and statutory consultations (complete). Before any further consultation periods and events	Informal consultation (2022). Statutory consultation (2024)
Some groups may not be able to read or understand the consultation materials. This can lead to their feedback not being captured.	Race, Disability	L	Ensure all the materials are available in other formats, including other languages, large-text and braille. Other ways to respond can include over the telephone, in an email or by post.	GCP	Before informal and statutory consultations (complete). Before any further	Informal consultation (2022). Statutory consultation (2024)

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Details of disproportionate negative impact <i>(e.g. worse treatment / outcomes)</i>	Group(s) affected	Severity of impact <i>(L/M/H)</i>	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
					consultation period and events	

Impact assessment following scheme opening

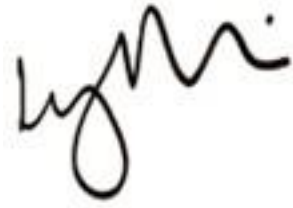
Details of disproportionate negative impact <i>(e.g. worse treatment / outcomes)</i>	Group(s) affected	Severity of impact <i>(L/M/H)</i>	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
The proposed scheme could result in excessive street furniture and clutter, which could impact some groups, such as those using a wheeled mobility aid like wheelchairs, mobility scooters or pushchairs.	Disability, Pregnancy & Maternity	M	Scheme design considers accessibility and when installing the scheme, street furniture will be limited to the minimum requirement possible within legislation.	GCP	Scheme implementation	
The introduction of RPS could have a negative impact on people on low incomes or who are from	Poverty	M	The GCP has agreed to fund the implementation costs for resident parking schemes in Cambridge. This includes removal of the additional	GCP	Scheme implementation	2022

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Details of disproportionate negative impact <i>(e.g. worse treatment / outcomes)</i>	Group(s) affected	Severity of impact <i>(L/M/H)</i>	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
financially excluded backgrounds			one-off setup cost that permit holders have historically had to pay. Furthermore, costs are maintained in line with all other RPS within the city and set by Parking Policy and Parking services to ensure that the programme remains costs neutral to the authority.			
The scheme could impact some groups ability to park near their properties, such as residents on the northern side of Arbury Road, who are situated outside the scheme boundary and therefore not eligible for permits. This includes Havenfield Retirement Housing. This could have a negative impact on elderly residents who may struggle to find parking near their residence, especially those with limited mobility or difficulty walking long distances.	Age	M	It is proposed that this be considered under a 6 month review and should there be a proven concern, and it's demonstrated that capacity is available, that there be consideration to extend the boundary to include these properties.	GCP	6 month review after operation begins	

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Section 5: Approval

Name of person who completed this EqlA:	Claudia Green		Name of person who approves this EqlA:	Lynne Miles
Signature:	C. Green		Signature:	
Job title:	Senior Transport Planner		Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Director of City Access, Greater Cambridge Partnership
Date:	24.05.24		Date:	19 June 2024

PROPOSED MILTON ROAD AREA RESIDENTIAL PARKING SCHEME

REPRESENTATIONS RECEIVED FROM RESIDENTS OF (AND OTHERS ASSOCIATED WITH) HAVENFIELD, ARBURY ROAD, CAMBRIDGE

I am writing to express grave concerns on behalf of the residents of Havenfield CB4 2JY regarding the proposed resident parking scheme in our area ref no PR0998 . As the elected representative, I must advocate for the best interests of our constituents, and the proposed scheme presents significant challenges and oversights that cannot be ignored.

During the consultation process, it appears that there was a critical oversight in accurately representing the parking needs of Havenfield's elderly residents, comprising 52 individuals. Despite their substantial presence within the community and their proximity to the proposed parking scheme, their specific needs were not adequately considered. The failure to include their input and accommodate their requirements in the initial drawing is deeply concerning and reflects a fundamental flaw in the consultation process.

Furthermore, it is important to note that out of the 52 elderly residents in Havenfield, only 13 individuals have access to online resources. The majority of our population, comprising a significant number of residents, lacks online access and therefore cannot participate effectively in online consultations. This digital divide disproportionately affects the elderly population, who may already face barriers to technology adoption.

We should be grateful for these elderly residents who have made significant contributions to the society where we stand now. Their experiences and needs deserve the utmost consideration and respect. It is imperative that their voices are heard and their concerns addressed in any decisions affecting their quality of life.

Given these glaring deficiencies in the consultation process and the disproportionate impact the proposed scheme would have on Havenfield residents, I hereby lodge a formal objection to the implementation of the resident parking scheme. This proposal mustn't proceed until a comprehensive reassessment is conducted, taking into account the needs of all affected residents, including those of Havenfield.

I urge the relevant authorities to reconsider the proposed scheme and engage in meaningful dialogue with Havenfield residents to address their concerns and ensure that any future decisions regarding parking regulations are equitable and inclusive.

Thank you for your attention to this matter. I look forward to your prompt response and a resolution that prioritizes the well-being of our community.

Councillor Delowar Hossain
Cambridge City Council

I am writing to express my concerns of the proposed scheme and the impact it will have on the residents and the development. Havenfield is a development of 68 flats for the over 60s. We have limited parking with only 21 spaces.

Alternative parking for residents, carers, nurses, family members and trades persons is critical to all concerned with Havenfield.

Please re-consider the exclusion of Havenfield in this proposed scheme.

Myself and the residents would welcome a visit from yourself, so that you can see for yourself the problems exclusion from the above is going to cause.

Development Manager
Havenfield
FirstPort Group Limited

The Order:

The proposed order grants resident parking to households on the southern side of Arbury Road and excludes those, including Havenfield Retirement Flats, on the northern side of Arbury Road.

The Objection:

This objection is not merely a formality; it is a vehement and resolute denouncement of a proposal that blatantly disregards the welfare and fundamental rights of Havenfield residents.

It is unashamedly long. It is detailed and thorough, based on the assumption that the proposal's designer overlooked the complexities and nuances, and that there are unintended consequences. Either this, or the inconceivable alternative is that the council knew of the lack of transparent and democratic policies and procedures, and the insurmountable problems it was creating for Havenfield residents, and yet still took the political decision to exclude Havenfield from the parking scheme.

Context:

Havenfield has 68 retirement flats, of single and double occupancies, of predominantly 70, 80 and 90-year-old residents, many of whom rely on their vehicles for essential mobility and access to vital services. They are dependent on their cars and being able to park close to their homes. There are 21 parking spaces. These can often be full, as there is a constant stream of carers (sometimes four a day to the same person), other ancillary services such as doctors, nurses, providers of end-of-life care, pharmacy deliverers, meals-on-wheels, gardeners and maintenance contractors.

Havenfield residents also receive far more visits than the general population, and others on the boundary line of the parking scheme, from service providers such as optometrists, audiologists, podiatrists, hairdressers, cleaners, and others, many of whom arrive by car. In addition, to support their independence, and when they are unwell, Havenfield residents frequently require visits from family and friends who need to be able to park close by.

The Proposed Parking Scheme Means:

Any overflow from Havenfield car park, which to date has been readily accommodated on Arbury Road and in the side streets opposite, will no longer be available.

Once Havenfield's car park is full, residents and visitors will have no on-road parking short of Campkin Road, a minimum distance of 0.4 of a mile in one direction, and Union Lane, a minimum distance of 0.3 of a mile, in the other. There are no side streets off the northern side of Arbury Road from Union Lane to Campkin Road. The tiny cul-de-sac Maio Road (often fully parked) which looks like a public Road, is an unadopted road, and is private property.

The public car park in Campkin Road, the first available parking, has lost many parking spaces to electric charging points and is often full from its use by the community centre next door. At half-a-mile away from Havenfield there are two lay-bys, for three cars each, and a small cul-de-sac.

Union Lane has double yellow lines for some distance, and then is heavily parked, often for most of the road. If the scheme goes ahead, it will be inundated with vehicles displaced from Arbury Road.

It is true to say, therefore, that, the scheme's implications are dire. Depending on availability in these roads, there is the likely possibility of Havenfield residents and visitors being unable to park for half a mile.

The Grounds for Objection:

are both moral and technical and are:

UNREASONABLE AND UNFAIR

It is unreasonable and unfair:

1) for the council to strip any citizens of their right to on-road parking within such a significant distance from their homes, let alone elderly residents.

Havenfield retirement flats are probably the furthest away from any on street parking that will be available to those outside the scheme. They are situated almost equidistant between Campkin Road and Union Lane. The council has failed to consider viable alternatives.

Havenfield elderly residents and their visitors may be left stranded with nowhere even within half-a-mile. It is not reasonable to expect people in their 80s who are able to remain independent by virtue of having their own transport, to walk that distance (many with mobility issues simply can't walk, or carry shopping, that far).

In addition, parking in Union Lane would entail Havenfield residents having to cross Milton Road at the 4-way junction when walking home.

The inevitable consequence is that Havenfield residents, fearing to lose their car park space will choose not to go out at all. Their visitors will feel similarly deterred if they have to park a great distance away, and for many living on a state pension the frequent cost in pay and display meters would be prohibitive. With the loss of reasonable access to their homes, and support from family and friends, independence will diminish for Havenfield residents and mental and physical well-being will decline. Therefore we are looking at exclusion and isolation - quite the opposite to your word 'Inclusion' in your 'Quality, Diversity and Inclusion' statement.

2) it is absurd that Cambridgeshire County Council is proposing to divide a community by splitting a road in two and giving the residents and their visitors on one side of the road exclusive parking while withdrawing parking to the residents and visitors on the other side of the road, including the vulnerable residents of Havenfield.

This reason is expressed in the Greater Cambridge Partnership's (GCP) letter to Cllr Delowar Hossain on 28.02.24, Quote, *'The rationale for not including properties north side of the street in the scheme (as consulted upon) is that would introduce many additional vehicles eligible to apply for parking permits within the zone which would be likely to lead to the scheme being oversubscribed and potentially ineffective. At the same time, most of the north side properties have access to off street private parking. This includes Havenfield although, as you have noted, the private parking they provide is not allocated to specific flats, and is not sufficient for all of their residents and visitors.'*

NB

i. *'The rationale for not including properties north side of the street in the scheme (as consulted upon) is that would introduce many additional vehicles eligible to apply for parking permits within the zone which would be likely to lead to the scheme being oversubscribed and potentially ineffective.'*

In its boundary for Milton Road Resident Parking Scheme the council has here created 'haves' and 'have-nots' on separate sides of the same street. Further, the 'have-nots' have been told that this is their fate in order that the privileged may have an exclusive zone not overrun by them.

The implications of this are not merely inconvenient, they are unconscionable. By arbitrarily dividing our community and privileging one side of the road over the other, the council is sowing discord and resentment among neighbours, whereas its policies should be designed to foster good relations within a community. All stakeholders must be treated equally fairly and they clearly are not here. There is one set of favourable rules for the south side of Arbury Road, and a set of injurious rules for the north side.

ii. *'This includes Havenfield although, as you have noted, the private parking they provide is not allocated to specific flats, and is not sufficient for all of their residents and visitors.'*

Here the GCP totally acknowledges that Havenfield residents have insufficient parking, and, therefore all the problems that this will cause, and effectively says, 'tough luck!'

3) that the council has drawn a bizarre boundary line (we know of no other in Cambridge where the road is similarly split and favours one side at the expense of the other).

Had the council followed the electoral division of West Chesterton boundary line there would have been no problem.

With the proposed scheme, however, parking for Havenfield residents will be permitted in Union Lane in East Chesterton Ward or Campkin Road in Arbury Ward. With no access to roads behind Havenfield, properties on the northern side of Arbury Road are in no-man's land (just one side of a road entirely on its own). The GCP has made no secret of the fact that it regards resident parking schemes as 'quick wins' in its effort to reduce cars in Cambridge and it wants them extended across the city. So when residents in Union Lane and Campkin Road want parking schemes because of the knock-on effect from prohibiting parking in Arbury Road, not only will it be anomalous in the extreme for the council to include Havenfield in with Campkin Road or Union Lane, it will be pointless for Havenfield residents because both are just too far away!

4) for the council to 'unnecessarily' refuse parking permits to Havenfield residents.

Excluding Havenfield residents from parking close to their homes in Arbury Road, Leys Road, and the beginning of Leys Avenue with the junction of Leys Road, cannot be justified or supported by the evidence. Data in the consultation cannot confirm that Havenfield would ***'introduce many additional vehicles eligible to apply for parking permits'*** as Havenfield use was not assessed.

There are often few cars in these roads during the parking scheme hours of 09.30-15.00 and there are always spaces available. There may be pressure on parking near the dentist's surgery in Hurst Park Avenue, and in other roads in the scheme that are not near Havenfield.

There are not many additional vehicles from Havenfield. They are not a problem; they only park in adjoining roads as a temporary overflow when their car park is full. To date their few cars have been readily accommodated and there is no need to change this.

The evidence says X and yet the council has concluded Y.

5) for the GCP and council to propose taking a course of action which would mean going ahead and implementing an inequitable and ill-conceived scheme rather than reviewing and changing it before enactment.

The GCP have proposed excluding Havenfield, and then a review after 6 months of hardship for Havenfield residents: Quotation from the GCP letter to Cllr Delowar Hossain on 28.02.24 - ***'A review after 6 months to consider a boundary change, providing it shows there has been concerns with Havenfield following install and that capacity is available to absorb boundary change.'***

We are therefore required at the end of this 6-month trial, during which we will surely experience the inevitable awful effects of this scheme, to then write again to oppose a council decision already executed. For you to do this would show a callous disregard of the situation, which is that Havenfield's residents have been consistently marginalised and ignored by the council. Their objections, originally made in March 2022, long before the public consultation, were ignored and, therefore, discredited.

We are aware that the Objections under the TRO are looked at carefully by the council; we are thankful for this and it is why we have fully laid out our case here, in the hope of exerting an influence now, at the time of the TRO.

It is unreasonable for the council to say, in effect, 'write more letters in six months time', when Havenfield residents have written letters for the past year, the vast majority of which have not been replied to or even acknowledged (see Procedural Irregularities Point 2). It is, therefore, also unreasonable to expect Havenfield residents to have any confidence that protestations in 6 months time will be effectual as no heed has been paid to their collaborative objections thus far.

It is unreasonable to say write more letters when the majority of residents are frail, have limited spare capacity, and almost half have no internet access or the ability to write emails.

Such a review is also an unreasonable waste of Council time, resources, and taxpayers money:

i Who would carry out a study to prove that, 'there has been concerns with Havenfield following install'?

ii How will the GCP, or will they be expecting 70-90 year olds to, log times that visitors to Havenfield find they cannot park and then leave?

- iii What will the metrics be, and who will carry out investigations during the 6 months that will show that, *'capacity is available to absorb boundary change'*?
- iv Who will verify the data?
- v How costly to the taxpayer will this process, and a change to the completed parking scheme, be?

6) for the GCP to have given as a reason for why it would not include Havenfield residents in the scheme as (Quote, Letter to Cllr. Delowar Hossain, 28.02.24) *'It might also be helpful for you to be aware as a point of process that amending the scheme boundary as you suggest could not be done without a further public consultation.'*

The perception from this is that the council has backed into a morally indefensible bureaucratic corner, whereby the process dominates and prevails despite it having been shown to have been based on faulty and unjust reasoning and not fit for purpose.

If the council's process demands it, have a further consultation. This time include Havenfield residents, and all those on the northern side of Arbury Road who will be hugely and adversely affected (see Procedural Irregularity Point 8).

7) for the council to listen to, and accede to the wishes of, local associations without having ascertained whether the associations have sought the wishes of the majority of local residents, or whether they represent them.

In its answers to Questions from Arbury Road East Resident Association (ARERA) 28.03.24, the council states (Quote) *'There has however been an interest for the introduction of Residents Parking within this area for some time'* and *'The proposed RPS would also ensure much needed prioritised parking for residents as part of this process.'*

Neither ARERA or Hurst Park Estate Residents' Association (HPERA) knew that the boundary of the proposed scheme had been altered from the original proposal for the Hurst Park Resident Parking Scheme which, when it was unveiled, included the whole of the northern side of Arbury Road. They therefore did not canvass Havenfield, or residents on the northern side of Arbury Road. They did not seek a mandate to speak for us and have not represented us.

The council's proposed parking scheme shows that they have acceded to the wishes of HPERA for residents' parking, and ARERA for parking outside the houses at the Milton Road traffic lights, where the road severely narrows, and where the original scheme showed there would be no parking.

Simultaneously, the council has discriminated against, and failed, our elderly group of residents ignoring their written and telephoned efforts to engage and be consulted. In not having been represented by groups the council approves of, Havenfield have not had the same power to affect change.

Since the advertising of the TRO, ARERA has written to the GCP, county and city councillors, and to our MP, to endorse the letter Havenfield had sent to councillors and the MP, and to express their shared concerns for residents on the northern side of Arbury Road.

8) for the GCP to have given as a reason, for why it would not include Havenfield residents in the scheme, elderly people can get blue badges (Quote letter to Cllr Delowar Hossain, 28.02.24):

'It is worth being aware that any residents of Havenfield (or any property just outside the zone boundary) that is eligible for a blue badge will not be affected by the scheme – they will still be able to park within the Milton Road area scheme irrespective of where they live, as they can in any such zone across the city.'

The council's reliance on blue badges as a solution, with the implication that there is, therefore, no problem, is not only inadequate but insulting. It fails to acknowledge the stringent eligibility criteria and overlooks the fact that many of our residents may not qualify for blue badges despite facing significant mobility issues.

In order to qualify for a disabled parking permit one must not be able to walk more than 50m. Some of the residents can walk more than 50m, so wouldn't qualify. There are no temporary blue badges for disabilities that do not last three years. Therefore, a resident who has had a hip or knee replacement (unless over three years ago and still suffering), any surgery, or a fall, although unable to walk the significant distance to parking that the scheme demands of them, would be ineligible for a blue badge. Further, there are no blue badges for elderly people, with age-related disabilities, who are forced to walk half-a-mile, or more, to their homes by a council scheme that takes away their on-road parking.

The Manager of Havenfield, [REDACTED] will confirm that there are very few car-owning residents with blue badges.

9) that Havenfield residents' safety will be compromised.

The proposed scheme, with its disregard for the parking needs of Havenfield residents would force our residents into untenable situations, jeopardising their safety, independence, and well-being.

Elderly people are particularly vulnerable walking such a long distance home at night, or in the winter when it is dark by 4pm and cold.

Should they try to avoid this and decide to park in the parking scheme zone overnight then the proposal to exclude them from the scheme means they will have to move their car by 9.30am. When they move their car they may still find that Havenfield car park is full and they cannot park within half a mile distance. This is unreasonable for 70 and 80 year olds.

10) for the council to impose a parking scheme which will inevitably mean that vehicles, deprived of parking in Arbury Road, will park in Havenfield car park.

Vehicles that encroach in Havenfield car park, further exacerbating the situation for residents and visitors, will do so because of Havenfield's exclusion from the scheme. The council will provide traffic enforcement officers to control its proposed parking zone for those on the other side of the road. Havenfield elderly residents will be left entirely on their own to deal with this, the fall-out from the council's decision to exclude us from the scheme. The final point in 'Unreasonable and Unfair', is that it is a legitimate expectation of Havenfield residents to be able to continue parking on-road beside their near neighbours. The council is frustrating this because it has failed to ask themselves the right questions, has failed to take into account all of the relevant considerations, and has failed to respond to feedback. The council have given residents on the southern side of Arbury Road, and in the Hurst Park Estate, exclusive parking on the backs of the elderly residents in Havenfield. There is a lack of social and environment justice, with a very likely harmful outcome to very elderly residents.

A forensic analysis of the reasons given by the county council for their decision is required before implementation of the scheme.

Havenfield residents should not have to prove innocent people will be hurt. The Council should prove that its scheme will not hurt innocent people.

EQUALITY AND ILLEGALITY

The Cambridgeshire County Council's non-consultative stance of not including our over 60s residents despite repeated email messages - without reply from you - is taken as being a discriminatory action against elderly and disabled people (protected characteristics) which you, as the Authority in charge of transport, have a duty to protect under the Equality Act 2010. One of the most important aspects of the Act is the Public Sector Equality Duty – a duty for public bodies to consider and apply fairness and equality, especially in making decisions or policies.

We cite case law 'the due regard' duty must be fulfilled before and at the time that a particular policy that will, or might, affect people with a protected characteristic is being considered by the public authority in question. It involves a conscious approach and state of mind; it is not enough to justify a decision after it has been made." For example, we can liken your decision to exclude us by looking at an example taken from a fact sheet to explain the Act, quote: "If a public body is considering cancelling a local bus service but the service is used a lot by older people to get to local health services, the impact on older people should be pro-actively considered before, and at the time, a decision is made".

In your Scheme, you have not taken into account the fact that, for temporary periods, the residents of Havenfield use the on-road parking of the streets which will no longer be available to them. We could therefore consider that you have deliberately excluded the north side of Arbury Road to avoid this aspect of non-duty.

Your aim with the scheme is to facilitate owners of houses/cars to park near to where they live.

Your scheme concerning us will do the exact opposite as, whilst it is agreed that we have limited off-road parking, we also have many carers/nurses/visitors/delivery vehicles which require parking during mornings and afternoons.

It should be pointed out that the residents of Havenfield who have cars will be adversely affected by the lack of flexibility to leave their cars as close to their homes as possible to unload provisions and themselves. (It should be understood that our inability to walk long distances does not necessarily qualify us for disabled blue badges). We trust that your department updates its equality objectives at least every 4 years.

- **No adequate Equality Assessment of the scheme has been published.**

Your attention is drawn to specific actions and omissions of Cambridgeshire County Council:

In the Highway and Transport Committee (HTC) meeting papers, 12th July 2022, we find (inter alia) under paragraph 4.4: 'Equality and Diversity implications' that, *'The equality impacts relating to the change in Resident Parking Policy is being assessed along with the Integrated Parking Strategy, and an equality impact assessment will be brought to this committee in due course'*. We have been unable to locate an Equality Assessment corresponding to that statement.

A limited Equality Impact Assessment forms 'Appendix 5". Under 'Section 2: Scope of Equality Impact Assessment' out of eleven headings, arranged as boxes to be marked with a cross, only two are marked. They are: 'Disability' and 'Poverty'. Among the headings left blank is 'Age'. As far as we are concerned at Havenfield, 'Age' is a glaring omission. In failing to properly assess the Scheme in relation to our protected characteristics, the council would seem to be in breach of the Equality Act 2010, (Section 149 in particular) **and** in breach of its own 'Equality, Diversity and Inclusion Strategy 2023-2027 (page 10).

'Disability' is mentioned in the limited Assessment presented to the HTC meeting (12.07.22), but the fact that many Havenfield residents are disabled to either a lesser or a greater degree, and the problems the parking scheme, or our exclusion from it, are certain to cause them, is treated summarily. It is mentioned that one negative impact that might be anticipated is that **'Reduced visitor permit number could impact those who use this type of permit for carer visits and could increase isolation'**. It is not clear what this means, but it is clear that **if Havenfield were to continue to be excluded from the scheme, the significant number of residents who rely on carers would not have the right to apply for carer's permits at all. This situation is so significant, that it would appear to be a potential breach of the Equality Act 2010, and therefore illegal under the law of the United Kingdom.** At the very least, it contravenes the County council's 'Equality, Diversity and Inclusion Strategy 2023-2027'.

An Equality Impact assessment that is a standard Council Form completed by the filling of a few boxes by Council staff, is wholly inadequate in the present context. It seems the impact on 'residents' within the Proposed Milton Road Resident Parking Scheme zone only was considered. No consideration whatsoever seems to have been given to the impact on residents living nearby, but excluded from the scheme, such as the owners or tenants of the 68 Havenfield residences. Equality legislation refers to 'equality analysis' rather than 'equality impact assessment'. The terminology is intended to focus attention on the quality of the analysis and how it is used in decision-making, and less on the production of a document as above. An Equality Analysis on Havenfield was not carried out. It would have worked.

- **Your actions go completely against your own objectives with regard to the Equality Act 2010:**

You have subjugated your 'duty in regard to' (see page 11 of your 24-page long booklet Equality, Diversity and Inclusion Strategy 2023-2027) in your desire to create a parking zone which includes the roads most used by the elderly persons living in Havenfield, having categorically excluded them from your scheme. We justifiably question your statement on page 12 of the booklet where you congratulate yourselves on "Cambridgeshire County Council has made significant progress in advancing equality, diversity and inclusion in recent years. Whilst our work to tackle inequality, discrimination and exclusion has progressed, there is much more to do". You may well have up-dated the previous plan – but you ignore it when it suits you to do so, in other words you only 'pay lip service' to the Equality Act, which is one of the Laws of the land, as you propose to put in a scheme which then radically changes elderly peoples' lives for the worst.

Your booklet further states, “Ensuring piloted initiatives are evaluated effectively before rolling out further”. You did not do this in relation to Havenfield or if you have, it has not been circulated. One of your challenges listed is to provide for the high percentage increase of people in the 70 to 74 age band in the Cambridge area. Havenfield age-wise is even **above** this category. We suggest that it is time you really do mean what you write because your scheme, with regard to the area is not inclusion but exclusion. Therefore, our challenge is to make you change your attitude with regard to the needs of the aged and disabled residents of Havenfield and ensure that we are included in the scheme.

PROCEDURAL IRREGULARITIES

1) No report on the ‘informal engagement’ has been published or otherwise made public.

Although regrettable, this omission is of less practical importance than the lack of a report on the ‘formal consultation’ (see Point 3 below).

2) Failure to consult.

The council has failed to adhere to stated protocols of consultation as outlined in its official documents: Para. 4.5 of the Cambridge City Resident Parking Scheme Delivery Plan 2022 states clearly that: *‘Residents and others with a vested interest in scheme will be consulted at both the formal and the statutory stages’*. The CCC’s Resident Parking Policy states much the same thing in slightly different words: *‘Steps from initiation of a scheme include: [inter alia] A formal consultation with residents and other groups that may be impacted by the proposed change.’* Havenfield residents very obviously have a vested interest in the Scheme, will certainly be impacted severely by it, and were not informed of the public consultation.

In respect of being consulted on this parking Scheme, Havenfield residents have been treated shabbily and the relationship between residents, and councillors and the GCP, has been dysfunctional.

The GCP has stated that Havenfield residents were consulted: letter to Cllr Delowar Hossain 28.02.24 (Quote)

We are aware of the concerns of Havenfield residents which were logged during the consultation, and have discussed and corresponded with them on a few occasions including a site visit” and “We consulted upon a proposed scheme last year and received a range of responses, including from residents from Havenfield.”

Prior to the GCP decision to exclude Havenfield from the parking scheme, residents were NEVER informed by the GCP or County Council that their on-road parking was being considered for termination - there was no information, no leaflet drop and no survey of our needs; were NEVER consulted; and NEVER had the GCP or Council ascertain the needs of Havenfield residents, who have protected characteristics under the 2010 Equality Act, carry out an impact assessment, or make reasonable adjustments to the scheme as required by law. In not publishing the report on the consultation the GCP is not transparent on data relating to Havenfield. The number in favour of being excluded from the parking scheme must have been very small as this objection is from 53 residents out of 58 occupied flats!

No ‘discussions’ with Havenfield were had before 7th December 2023, one year and one month after the end of the formal consultation and 6 weeks before the GCP wrote to residents’ associations involved (but, as usual, not to Havenfield) to say the permanent TRO was to be advertised imminently.

Havenfield residents were, inadvertently or deliberately, excluded from discussions and consultation:

13.03.22 ex Cllr Scutt informed Havenfield of ‘informal discussion’ and said that, ‘No decisions have been made or would be made without proper consultation’, and that she, ‘Did want Havenfield as a concerned group to come in on the discussion’.

After that, no further information of any sort was received, and no consultation with Havenfield took place.

10.03.23 the Communications and Engagement Officer GCP informed Havenfield Manager that a public consultation had taken place and Havenfield residents were excluded from the scheme.

Nothing from the council or GCP had been heard, or said, in the interim.

Over the last year, the vast majority of communications from Havenfield to the GCP, Highways and Transport Committee, and County and City Councillors, have been unacknowledged and not replied to.

Full details of the deficient correspondence trail are available to see. They include, for example:

- No response from GCP, and our County and City Councillors, who might be expected to reply when emailed and asked for a meeting, assistance, or political support.

- No response to three phone calls asking for an urgent meeting.
- A two-page letter sent by Royal Mail to the GCP and councillors, by one Havenfield resident trying to elicit a response, but to no avail.

The 'site visit' referred to by the GCP in the above quotation appears to be a 'superficial gesture'. Designated an 'informal meeting', it was devoid of substantive dialogue or resolution of issues. It came 10 months after Havenfield had been informed by the GCP they were excluded from the parking scheme and 6 weeks before they were informed by a telephone call that their exclusion from the scheme was confirmed and it was going to a permanent TRO. This timeframe suggests a lack of genuine effort on the part of the GCP to consult or to address Havenfield's deep concerns. It did not appear that much was done by the GCP in these 6 weeks! With no published report of the consultation at the time of the TRO, we are deprived of knowing whether any other residences on the northern side of Arbury Road were consulted but, as far as we can ascertain, they were not. The council consulted with only those who would benefit from the scheme and not with Havenfield, and those others on the northern side of Arbury Road, who would suffer the consequences. (Please see Procedural Irregularities, Point 6.)

The crux of the objection lies in the discrepancy between stated consultation procedures and the actual implementation. Failing to engage with Havenfield residents, and depriving us of the possibility of making submissions to the formal consultation before the closing date, represents a denial of our rights to participate in the decision-making process regarding a scheme that directly impacts our lives. It seems that the thinking may have been that as we were now to be excluded from the area of the Scheme, we had no right to be consulted. The words '*and others with a vested interest in the scheme*' and '*other groups that may be impacted by the proposed changes*' show in the Council's own words that this was incorrect.

3) No report on the 'formal consultation' (03.10.22 - 14.11.22) has been published or otherwise made public.

The formal consultation on the amalgamation of the three earlier schemes proceeded with no residents in Arbury Road, and possibly the entire proposed zone knowing that the boundary had been changed to exclude Havenfield and the northern side of Arbury Road (see Point 6).

On 24th April 2023 a Freedom of Information Act request by a resident of the Hurst Park area for the data relevant to the formal consultation was formally refused on the basis that ***'the report remains a living document still being compiled, and is not available for public release. The raw data of responses will be published on the GCP's website, once the report is issued'***.

As at the date of advertisement of the Permanent TRO on 18th March 2024, some 16 months after the consultation, the report has still not been published and we can find no raw data on the GCP's website.

The council may be in breach of the Freedom of Information Act and may have acted illegally in respect of this scheme.

4) Infringement of own stated policy of prioritising parking for those residents with little.

The proposed exclusion of Havenfield from the scheme demonstrates a failure of the council to uphold its stated commitment to prioritise parking for those with limited off-road options.

In 'Permanent TRO, Section - Statement of Reasons', it states, 'The scheme is intended to prioritise on-street parking for residents and in particular those with little or no off-road parking'.

Havenfield are equally 'residents' with those on the other side of the road, but are not given parity with them by the council. Havenfield residents have little off-road parking too - 21 places for 68 flats. The council intends, in its proposed scheme, to make them, and their visitors, have no on-street parking!

5) Misrepresentation of the Proposed Milton Road Resident Parking Scheme at the time of the formal consultation as a simple amalgamation of three earlier defined areas. In fact, the original Hurst Park Scheme area boundary was altered so as to decrease it in size, at the same time as the amalgamation made the total area of the new scheme much larger. This boundary change excluded Havenfield, and all properties on the north side of Arbury Road, even though they had been included in the originally proposed Hurst Park Resident Parking Scheme.

At the time of the 'informal engagement', the map showed Havenfield and the northerly side of Arbury Road, as included in the, as yet, un-amalgamated Hurst Park Scheme.

The originally proposed Hurst Park Area was then greatly expanded in size by means of the proposed amalgamation with the Ascham and Elizabeth Schemes. That expansion introduced many more, probably hundreds, of extra vehicles into the Scheme. At the same time, the northerly border of the Hurst Park Scheme was reduced slightly in area, excluding only a small number of vehicles including Havenfield's. The decision lacks logical coherence. The expansion introduced many more additional vehicles into the scheme, directly contradicting the original proposal and exacerbating parking issues. It is, therefore, the GCP's amalgamation that **'introduces many additional vehicles'** in the scheme. Havenfield, and the northern side of Arbury Road, is being made to pay the price for the council's unclear thinking.

6) Failure to notify affected persons of a Scheme boundary change excluding them from the proposed scheme, although they had initially been included.

The properties on the north eastern side of Arbury Road were in the proposed Hurst Park Scheme until the amalgamation into the Milton Road area resident parking mega-scheme was proposed. The maps were changed **after** the informal 'engagement' and just **before** the formal consultation, to show a new boundary which excluded the northern side of Arbury Road. The county council failed completely in its duty to inform residents of the proposed changes. As a result the boundary change was not noticed by anyone including Havenfield. This lack of communication deprived us of the opportunity to provide input.

Not informing residents and *'others with a vested interest in the scheme'* (Cambridge City Resident Parking Scheme Delivery Plan, 2022) and *'other groups that may be impacted by the proposed changes'* (CCC resident Parking Policy - undated but on line as at March 2024), that the boundary line had changed to exclude the northern side of the road is enough to discredit the whole amalgamated scheme and the councillors and staff who proceeded, in effect, to 'railroad' the Scheme through, regardless of the council's own policies and the general principles of transparency and democratic procedure in local government.

Arbury Road East Residents' Association, heavily involved in contributing to the scheme, did not know that the northern side of Arbury Road was excluded from the scheme until Havenfield informed them on 13.02.24, 13 months after the formal consultation had ended, and just 1 month before the TRO was advertised. We, therefore, posit that, not only did, those due to suffer the consequences of the scheme not know, but, in all likelihood, no one who completed the public consultation knew that the boundary had been changed to exclude the northern side of Arbury Road including Havenfield.

This major change, so detrimental to Havenfield and others on the northern side of the road, was not formally notified to anyone by the council until the day of the publication of the permanent TRO, 18.03.24, one year and four months after the close of the formal consultation, and three weeks before the closing date for comments and objections.

7) The reason given by the GCP for the exclusion of Havenfield and the other properties on the northerly side of Arbury Road does not withstand scrutiny.

The GCP's rationale for excluding Havenfield (and the northerly side of Arbury Road) does not stand up to scrutiny:

'most of the north side properties have access to off-street parking. This includes Havenfield....' (This is true, Havenfield has parking, albeit inadequate, and so do the other Flats, and many households have private parking in their gardens.) Therefore, the inclusion of Havenfield (and the other households on the northern side of the road) would not ***'introduce many additional vehicles eligible to apply for parking permits'***, but only a few, and those permits would only be used to park in the Scheme when the private parking areas were full.

In any case, as the GCP points out, Blue Badge holders would be able to park in the scheme anyway. The retention of the original northerly border, that included Havenfield, would not introduce any vehicles into the scheme at all, because they were already in the original proposal.

This is another example of muddled thinking by the GCP and council (see Point 5).

8) Failure to comply with requirement of the Cambridgeshire County Council Resident Parking Policy, namely that ‘Before a scheme is implemented, an assessment is made to ensure that a scheme is [inter alia] cognisant of new or displaced parking problems’.

The failure to comply with the CCC Resident Parking Policy regarding the assessment of new or displaced parking problems is evident in the case of the Milton Road Resident Parking Scheme. No such assessment was conducted, and it became apparent that the parking issues arising from excluding Havenfield were not considered until after the formal consultation closed.

Despite our efforts to engage with the Greater Cambridge Partnership (GCP) regarding this matter, no resolution has been reached. The suggestion of amending the scheme boundary, which would have rectified the oversight, was met with the requirement for a further public consultation.

Major changes to the scheme, including boundary adjustments, were made after both the ‘informal’ and the ‘formal’ consultation periods without notifying residents until the day of the advertising of the permanent TRO (see 6 above). This shows that a boundary change now, which after all would only be a change back to the originally proposed Hurst Park Scheme would seem to be entirely possible without a formal consultation. However, the council has demonstrated that it is able to make major changes to this Scheme when it wants to, without a further consultation, but stated that it can’t when the changes are requested by residents adversely affected by the scheme.

9) Out-of-date and misleading information is presented by the GCP on one web-site and the quite different up-to-date information on a completely different Cambridgeshire County Council website.

Erroneous information was presented. It raises suspicions of either incompetence or deliberate obstruction. It did not treat Havenfield residents, or the public, with respect or equity:

i. The original, and outdated information published at the time of the formal consultation, remained on-line as official information from October 2022 to 17th March 2024, and, beyond that date!

This was the only information that Havenfield residents had access to.

The GCP website still displayed outdated maps as of March 31, 2024, misleading visitors about the current scheme details.

ii. Information published at the time of the TRO is in inferior form (compared with the earlier information), and largely illegible format to anyone not in possession of above-average computer-skills.

The updated map, intended to reflect changes, was too small-scale and printed in grayscale, making it difficult to decipher. Despite claims of availability at the Cambridge Central Library, only inadequate black-and-white copies were provided. Despite the technical capabilities available to the council, the provided map failed to meet basic standards of clarity and accuracy. This lack of accessible information shows deficiency about the transparency and fairness of the process.

10) Significant changes to the proposed Scheme were notified only on the day of the publishing of the TRO (18th March 2024).

The Proposed Parking Scheme’s ten maps from September 2022, along with other documents used in the Formal Consultation, still available on the GCP’s website as of March 26, 2024, differ significantly from a single map published on March 18, 2024, alongside the Traffic Regulation Order (TRO) Public Notice.

The new map contradicted earlier proposals, notably regarding parking bays on Arbury Road. While previous maps showed no parking bays due to a cycle lane, the new map suddenly introduced 53 parking bays and no cycle lane. This major and significant change, introduced questions of safety for pedestrians and cyclists at the east end of Arbury Road; it was only made public on the day of the TRO.

The late release of major changes to the scheme (one year and four months after the close of the formal consultation) with the public left with only three weeks to submit objections, further complicated an already convoluted and unsatisfactory situation and undermines trust in and the legitimacy of the council’s consultation process and Scheme implementation.

Overall, these procedural irregularities are more than sufficient to demonstrate the Cambridgeshire County Council and the GCP’s disregard for proper procedure. They cast doubt on the legitimacy of the Proposed Milton Road Resident Parking Scheme’s implementation.

In addition to the objections raised, the following points, as indicated by the GCP, are **NOT SOLUTIONS** to the problem:

i. **Granting Carers an exemption outside the proposed boundary.**

Although it would benefit carers, it would not help residents and visitors. On extreme time limitations, carers would still park as close to their clients as they can get, and in the car park if there is a space. Residents and visitors, excluded from parking on the road outside the car park, would, therefore, still be left with nowhere to park.

ii. **Consult again with those within the scheme.**

The northern side of Arbury Road is small in number compared to those currently privileged and inside the scheme. Those now entitled will not want to add more residences into it; they would be voting against their own self interest. It should not be in their hands as to whether Havenfield is included, or excluded, but rather a rational and just decision taken by the Authority.

iii. **Put Havenfield (in Chesterton electoral district) into a newly proposed parking scheme (in Arbury electoral district) at a later date.**

Pointless - too far away. Parking would be over half a mile away.

iv. **Ignoring the fluctuating need for car ownership by elderly residents in Havenfield.**

There are currently 23 Havenfield residents with cars and 10 properties unoccupied. Information supplied 20.03.24 by Manager - [REDACTED]

For policy making, this figure needs to be used with understanding and caution. Car ownership in Havenfield is very fluid. The steps for elderly residents are that they give up cycling and walking long distances because of age-related difficulties and keep their cars (in order to maintain independence). They then give up their cars and get cared for in Havenfield or go into a care home. Havenfield has a high turn-over of residents because, unfortunately, they move on into care homes or die. The unoccupied properties could conceivably be sold to owners who each have a car. It is not possible to predict what car ownership will be in Havenfield, even in a couple of months' time.

If the parking scheme goes ahead, another unintended consequence of the council's proposal will be that it will deter elderly people from buying, or renting, properties in Havenfield.

SUMMARY AND CONCLUSION

It has been disheartening to witness the council's apparent lack of conformity with its own current published policies and its determination to proceed with this scheme without addressing procedural flaws and the adverse impact on Havenfield residents. It has been deeply disappointing to not have our communications acknowledged or responded to, before it was too late, and not be consulted. The decision making process has not been thorough and fair, when with such a significant impact on the rights and freedoms of elderly people, it should have been subject to greater scrutiny by the council. The reasons given for the scheme are inadequate and if the council insists on proceeding with it, it will be nothing short of indefensible.

It is the county council's duty to serve and protect all members of the community in Arbury Road, Cambridge, yet Havenfield residents find themselves facing an unjust plight imposed on them by the council. The decision is brutal, callously disregarding the fundamental needs and challenges faced by our elderly residents and will have a lasting impact that will affect their health, safety, emotional well being, and ability to live a relatively normal life. This is about exclusivity versus social justice and the council proposing to come down on the side of exclusivity. The impact of this decision will be far-reaching - just one example is that a resident, whose family is experiencing difficulties, does a school-run with a grandchild, sometimes twice a; he is thinking of having to move; he is 80 years old.

Essentially, we find ourselves as residents that Transport Minister Mark Harper spoke about (BBC News 17.03.24). He said, ***"I want local people to have their voices heard, and any traffic schemes to have the consent of those they impact"***. Concerns of his were, Quote, that councils, ***"didn't consult"***, and ***"I think there are places where councils haven't taken people with them"***, where, ***"schemes are not properly balanced"***, and the council ***"pitted one side against another"***. He stated that he is issuing statutory guidance on this in June 2024 and that, ***"Failing to be confident of local support could affect future transport funding under the new guidance"***. Neglecting to prioritise the well-being of all community members in Arbury Road would undermine the credibility of the council and the GCP.

Our experience has been that proponents of the scheme have either been unaware of unintended consequences or have been driven by ideology. The latter have only ever talked benefits, while editing out

the consequences, and they have used every excuse to keep it running irrespective of the obvious damage to the community.

There is inadequate private parking for residences on the southern side of Arbury Road because of the age of the housing. Similarly, Havenfield residents reside in a building with inadequate private parking because it too was built in an era when fewer parking spaces were required - many of the elderly female residents in the 80's, when the flats were built, had not ever learnt to drive! It is important that the council designs this parking scheme with not only us in mind but for the residents who come after us. The Scheme currently discriminates in favour of those residents on the southerly side of the road with limited private parking, leaving the northern side with egregiously deficient options. If the Council is saying that the scheme, as devised, cannot cope with vehicles from Havenfield parking within it and that Havenfield residents have to sacrifice their on-road parking for the good of those to be privileged on the southern side of the road then the scheme should not proceed and the status-quo, which has worked well at the Arbury Road end of the proposed Scheme should remain.

There is ample room for Havenfield residents to park within the Scheme and demands of fairness are higher when it relates to a decision which is likely to deprive someone of an existing benefit.

Havenfield residents tried to get the TRO for this scheme paused and the scheme evaluated and reviewed before proceeding. This was declined by the GCP. We are left with only one option now - to object to the scheme as a whole.

The essence of this objection lies in the unfairness, unreasonableness, and disregard for the law and the council's own policy intentions in the implementation of the scheme. These reasons invalidate the proposed Scheme and we are totally against it.

We are not against a resident parking scheme per se but against this one for the reasons outlined. If the majority of our neighbours on the southern side of Arbury Road and in the Hurst Park Estate wish for a Resident Parking Scheme, and we do not know because the consultation has not been published, we have no wish to deprive them of one. If they do, all we ask is that we be included in it and we have made the case for this.

If the council or GCP rejects Havenfield residents' objections and do not rectify their mistake by reinstating the original Hurst Park Scheme boundary line, which included Havenfield, then they will be obliged, by law, to take positive action measures and make reasonable adjustments to the scheme to protect the rights of Havenfield residents, with protected characteristics. Havenfield residents have substantial disadvantages compared with other adults on the boundary line and complying with the duty, and where doing so is allowed by the Act, might mean having to treat Havenfield more favourably than others.

We expect the Cambridgeshire County Council to assure us in writing that the residents of Havenfield will be included in the Proposed Milton Road Resident Parking Scheme. Without this assurance this remains as objection to the Scheme as a whole.

This is a formal objection on behalf of every Havenfield resident represented below (53 people in total), and we each request a formal written response, which we would each like to receive, personally addressed.

This objection is a testament to our unwavering resolve to oppose this unjust scheme and a firm belief that councillors, in recognising the critical gaps, will join with us in wanting to include us in the scheme.

We are not criticising all local government councillors or officers. We are at one with those who make great efforts to promote a 'listening culture' within the county council, provide democratic and transparent policies and procedures, and improve the lives of citizens – thank you.

Decision making is a public good in itself and something that we appeal, please, to the County Council to make great efforts to achieve in this case.

Thank you.

Representing the Team from Havenfield who collaborated on this objection and have each sent letters of objection under separate cover:

(5 named residents of Havenfield)

And representing a further 47 residents of Havenfield (evidence available), 34 of whom have also sent letters of objection:

(47 named residents of Havenfield)

PS If you are thinking this is a long read then please be aware that it is nothing compared to the length of time it would take us to walk every time we were forced to park outside the scheme!! If you lived in Arbury Road where we do, would you think this scheme fair and practicable? Even more so, we appeal again, that if you wouldn't do this to your granny then please don't do it to us.

I write as a resident of Havenfield, the retirement development on Arbury Road, to request that those of us who are car owners might be included in the residents' parking permit scheme for this area.

Parking at Havenfield itself is limited and car ownership has outgrown original provision, making it occasionally necessary to find a parking space on the surrounding streets. While only a minority here are Blue Badge holders, many of us are limited by age and general infirmity from walking long distances and are thus dependent on driving for everyday needs and on parking in relatively close proximity to where we live.

If it is not possible to park at Havenfield, as on occasion it is not, due to trade, nursing vehicles and other visitors occupying spaces, it would be impossible to park outside the limits of the residents' parking area and make our way on foot to the development. If, on the other hand, we were able to purchase permits so that, on the rare occasions when parking here is impossible, we were able to park on the streets, it would be a source of extra revenue to the Council, without putting undue pressure on street parking spaces or inconveniencing residents who presently park on the streets as a matter of course.

I sincerely hope that it will be possible for Havenfield residents to be included in the scheme.

I am writing to object, in the strongest possible terms, to the proposed Milton Road Resident Parking Scheme (Reference PR0998).

To divide the the community down the middle of Arbury Road will have divisive consequences, and I am particularly concerned about the impact on Havenfield residents. Please take the time to look into and understand how poorly served these elderly residents already are for parking. And given the needs of (lowly paid, overly scheduled) carers, frequent immobility of residents, emergency vehicles needs and to encourage visitors to prevent loneliness and poor mental health amongst the elderly, I would urge you to consider it for parking rights more immediately (eg within the Milton Road Parking scheme) than is currently proposed.

Thank you. I look forward to your consideration and response.

I am a resident of Havenfield on Arbury Road Cambridge and I am aware that a proposal exists for a "Milton Road Parking Scheme", which my information tells me excludes the Havenfield Development.

You may not be aware but our car parking facilities are so restricted in number that we are often unable to park on site and are forced to look for side street parking on regular occasions.

If we are excluded from this new scheme I know that we will be forced to having to look for parking much further afield, and may even be forced to break parking regulations in the process.

My Havenfield colleagues are required to be over 60 years of age in order to have a home there and would appreciate a little forethought and common sense on our behalf in developing the Milton Road scheme.

1st. March 2024

Dear members of the County Council,

I write to protest about the fact that you have omitted the residents of Havenfield in your decision on the Milton Road Parking Scheme. It is an example of discrimination of older people, many of whom rely on visits from family, friends and carers.

It is another burden to bear on top of the existing chaos in Milton Road. I hope you will reconsider this matter.

I am writing to express my concern re above. Havenfield is an over 60s scheme which includes a number of vulnerable adults. We have a limited number of parking spaces (21) for 68 flats. If the car park is full then residents park down Leys road. If the current chime goes ahead as planned it will cause severe problems for a vulnerable group which is likely to reach the Disability Act (2010). There has been a worrying lack of transparency and a veil of secrecy about the the implementation of this scheme which may require a judicial review. I would emphasise that Havenfield want to be included in this scheme.

In regards to the above Parking Scheme I wish to express my support to include 'Havenfield' in this Scheme.

I am writing to express my concern regarding the above scheme.

[redacted] at Havenfield over 60's Scheme.

There is a small amount of parking spaces compared to the amount of flats so often carers/family need to park down Leys Road/Arbury Road.

If the current plan goes ahead it will cause severe problems for me & those who visit - especially the carers who come [redacted] a day.

Again I would like to point out that I am [redacted]. We need to be included in this scheme.

Please note my strong objection to the above proposal.

I am a resident at Havenfield also a car owner. I park my car in the residents car park which accommodates a total 21 cars. Apart from residents cars, the car park also accommodates the cars of Carers, the cars of visitors and the vehicles of various workmen and delivery vehicles from time to time. On the occasions that the car park is full I park legally in the nearest available space on the public road, usually nearby in Arbury Road or Leys Road.

I understand that the proposal is to make these areas unavailable for parking to us Havenfield residents and that we and our visitors will be forced to seek parking in or beyond Campkin Road or Union Lane. This could be late at night and in any weather!

All our residents are over sixty and I will be [REDACTED] and there are already days I am unable or just do not want to walk those distances.

Apart from the above I feel strongly as somebody who pays council tax and road dues that my freedoms are being unfairly removed in favour of other people!

I would like to object to the exclusion of Havenfield in the parking scheme. I am a resident in this development. It is for 60's and over, many of whom have difficulty in walking, [REDACTED]. We are incapable of walking from Union Lane or Campkin Road, expecting us to do so is absolutely ludicrous. Leys Road on the other hand is doable. I urge you to include Havenfield in the Residents Parking Scheme.

I am a resident of the Havenfield Retirement Home. By writing this letter of objection, I express my strong opposition to the proposed Milton Road Resident Parking Scheme for the following reasons.

Currently, though our retirement complex at Havenfield contains 67 apartments, the available parking on the site can accommodate only 21 vehicles. The majority of us do not have parking spaces within the site though we all wish to have a vehicle parked on the site. Furthermore, most of the time, available spaces are also occupied, which has already created problems for visitors. If the retired residents of Havenfield are excluded from the proposed parking scheme, our visitors and contractors would not have any space nearby to park because both Union Lane and Campkin Road area parking are hard to reach if visitors are elderly. Of course, you already know the sidewalks on Arbury Road for pedestrians are not well levelled and maintained evenly to enable the elderly to navigate the path safely and comfortably.

In the twenty-first century, any form of "exclusion" is bad. In the proposed parking scheme, it appears the elderly residents of Havenfield have been excluded deliberately without giving any reasonable explanation. This situation does not look good when it is done by the County Council. We can assert here also that the visitors of the retired elders are also deprived of having parking permits under this new scheme.

Therefore, I request your attention to this issue and include the residents of Havenfield Retirement Home in the proposed Milton Road Parking Scheme.

I am writing to you on behalf of [REDACTED] [REDACTED] lives at xx Havenfield, she is [REDACTED] and has difficulty walking. Whilst she doesn't drive herself, I need to visit regularly to take her out for appointments, shopping etc and also to visit her. Many times I have found it difficult to park at Havenfield, which has only 21 parking spaces, to date I have been able to find parking in the streets nearby and this has been important as [REDACTED] can't walk far. We are concerned that the proposed residents parking scheme for Arbury Road has not taken into consideration the needs of residents of Havenfield Court, many of whom are elderly and/or infirm. We are very worried that the introduction of a permit scheme on only one side of Arbury Road would put additional pressure on parking at Havenfield, leading to even fewer parking spaces. This is particularly worrying for those residents who have regular carers visiting who certainly don't have the time to try to find parking and then walk, particularly if parking is going to be pushed further away. I have no doubt that [REDACTED] may well need more care in future and will be among those residents worrying that their carers are unable to visit for their allotted time.

Finally, we have no objection to parking permit schemes in principle and would welcome it if both sides of Arbury Road were to be included in the scheme, including for Havenfield.

I am extremely concerned about parking restrictions being imposed in our area, the latest move against elderly and vulnerable people in the Havensfield retirement complex and in nearby streets and I may add in the City of Cambridge in general.

Not only have residents been forced off the streets as pedestrians as we have had to cope with several years of roads works and dangerous road crossing to cater for the pro-cycling fanatics and speeding e-scooter users who pose and increasing danger to the life and limb of those going about their everyday business on foot.

Now residents who have been forced in many cases to seek refuge from this road works chaos in the safe space of their own cars are being targeted with an anti-motorist onslaught with intolerable parking restrictions.

I'm am sure a council tax strike by the elderly of Cambridge is not far off and then you and your colleagues would have to build prisons for the elderly, which I am sure you would willingly do given the uncaring attitude displayed by Cambridge Council towards those who were born into a world of rationing after World War II and then helped rebuild this nation from the 1960s into the 2000s.

I reside in Havenfield and use our parking bays for my car. I am usually able to find a space but on occasion, if bays are full, have had to use Leys Road or Arbury Road. Being quite mature, the distance I would have to walk to reach home, perhaps in the dark, foul weather or with shopping etc., should the proposed Milton Road resident parking scheme/Havenfield happen, leaves me very worried. Therefore I ask that reconsideration be made on the proposal especially for residents such as myself.

As a resident of Havenfield I am writing to express my concerns about the above proposed parking scheme. Havenfield is an over 60s scheme where a number of vulnerable adults reside. There is a limited number of parking spaces (21) available here for a total of 68 apartments. When the car park is full then residents use the nearby Leys Road car park. If the current scheme goes ahead as proposed it will cause severe problems for a vulnerable group which is likely to breach the Disability Act (2010). There has been a complete lack of transparency about how the scheme will be implemented which may require a judicial review. I would like to state clearly that Havenfield want to be included in this scheme.

I AM WRITING BECAUSE I AM
VERY WORRIED RE. THE ABOVE
PARKING SCHEME WHICH
EXCLUDES HAVENFIELD,
FAMILY AND CARERS WILL
BE UNABLE TO PARK NEARBY
WHEN OUR RELATIVELY SMALL
CAR PARK IS FULL. I AM
LIMITED IN MY ABILITY TO
WALK FAR AND THIS ALSO
APPLIES TO SEVERAL OF
THE RESIDENTS OF HAVENFIELD

I am writing to you as I am Concerned about the above. The people who live in Havenfield are over 60, and includes a number of Vulnerable people. Car parking here is limited as there are only 21 spaces for 68 flats. If the car park is full residents park down Leys Road.

If the scheme goes ahead as planned it will cause severe problems for the Vulnerable who need carers, cleaners etc: to come to them.

So please if this scheme has to go through could you include us at Havenfield.

I am writing to say that I strongly object to Havenfield being currently excluded from the

"Proposed Milton Road Resident Parking Scheme".

Havenfield has 21 parking places for 68 flats.

Should your scheme go ahead, and residents find that our carpark is full, the nearest public car park to Havenfield is in Campkin Road, almost half a mile away.

I personally cannot easily walk there and back to Havenfield if I am unable to park in Havenfield or Leys Road.

I know I am not the only resident who would say this.

I gather there is a Disability Act (2010) which could work in our favour.

It is extremely important for it to be noted that the Havenfield car park caters not only for residents, but also residents' carers (some residents may need carers more than once a day), and residents' families who visit not only socially but to give help and support, or to bring them their shopping.

If private carers cannot park at Havenfield, the time it takes them to walk from Campkin Road might mean they cannot spend the right amount of/any time caring for their resident.

Havenfield does wish to be included in this scheme, please.

I am writing to express my concerns re the above. Havenfield is a complex of retirement flats. Because of their age some of our residents need outside assistance with their daily lives. They rely on Carers. Our car park has 21 spaces for the 68 flats. Overspill means we, or our visitors, need to park in either Leys Road or for limited time on Arbury Road. Once the above scheme becomes operational such on street parking will no longer be an option. If a Carer cannot find a parking space, some though not all, will be tempted to stop seeing their clients. Family and friends could also reduce the number of times they visit elderly relatives. We are also concerned some residents of Arbury Road will see Havenfield as a convenient car park for them or their visitors.

I wish to express my serious concerns regarding this proposed scheme. I am a resident at Havenfield, which is a housing development specifically for people aged over 60 years. I am [redacted] years old and consider myself to be a vulnerable person, as are many other residents of Havenfield. We have 21 parking spaces on site for 68 flats. Clearly, this is rather limited to accommodate all of the daily to-ing and fro-ing of family, friends, visitors, maintenance staff, contractors and carers. Consequently, some of these people have to park on Arbury Road and its side-roads. If the current scheme goes ahead as planned, however, this will not be possible because Havenfield is excluded from the scheme. That would cause serious difficulties for the residents of Havenfield. We are a group of vulnerable people and such action would breach the Disability Act (2010).

It is therefore critically important that Havenfield is included in the scheme, should it go ahead, and that no actions are taken to curtail access to the residents for their essential services, social needs and personal caring.

I also wish to highlight my concern over the lack of transparency surrounding this scheme: its design, consultation and implementation. This may well lead to judicial review.

To conclude. Havenfield needs to be included in the Arbury Rd./ Milton Rd. Resident Parking Scheme and I trust that you will ensure that indeed happens.

I am writing to express my concern re above. Havenfield is an over 60s scheme which includes a number of vulnerable adults. We have a limited number of parking spaces (21) for 68 flats. If the car park is full, then residents park down Leys road. If the current scheme goes ahead as planned it will cause severe problems for a vulnerable group which is likely to reach the Disability Act (2010). There has been a worrying lack of transparency and a veil of secrecy about the implementation of this scheme, which may require a judicial review. I would emphasise that Havenfield want to be included in this scheme, please.

I am writing to express my concerns re above. Havenfield has 21 spaces for 68 flats, if the carpark is full then Leys Road or Arbury Road has spaces to accommodate the overflow if these spaces are not available it will affect the vulnerable, and will isolate a lot of the residents. I would urge you to reconsider and allow Havenfield to be part of the parking scheme.

I am writing to express my concern about the proposed resident parking scheme referenced above.

Firstly, I would like to emphasize that the residents of Havenfield, including myself, were sadly omitted from the consultation phase. Now that we have become aware of the implications, should the scheme be given the go-ahead, we are somewhat distressed by the thought of being deprived of nearby parking which is a necessity when the Havenfield car park is full; which it quite often is. I would point out that our car park has only 21 spaces and there are 68 flats in the development.

Would you kindly take into consideration that many vulnerable residents require regular visits by health carers who need a parking space whilst they carry out their duties.

Others, such as myself [REDACTED] require regular visits by [REDACTED] etc., all of whom need to park their cars whilst in attendance. I would also bring to your attention that we have two guest rooms in the development. These guest rooms are regularly booked for one or more nights by the relatives or friends of Havenfield residents. Many of the guests arrive by car and need to park in our car park; but when the car park is full they resort to parking in Leys Road.

I do hope you will understand the serious difficulties that would be faced by many Havenfield residents in the event of the proposed scheme being approved.

I AM WRITING TO VOICE MY CONCERNS ABOUT YOUR PARKING SCHEME IT WOULD HAVE BEEN NICE TO BE CONSULTED. WE ONLY HAVE 21 SPACES BUT 68 FLATS ALL WE WANT IS TO BE INCLUDED IN YOUR SCHEME NOT A LOT TO ASK FOR THE ELDERLY TENANTS IN HAVENFIELD

██████ is a resident of Havenfield, Arbury Road. As you are probably aware this is a development of two buildings providing accommodation for people over 60 years of age.

Parking at Havenfield and nearby is critical for access for the residents, some of whom are frail or for whom driving a vehicle is their only option, for mobility to essential services.

Family carers and relatives also need to be able to be able to park a reasonable distance from this accommodation. Some, like myself, do not live in Cambridge and need to drive to visit and help my mother. I also note that there are many carers and nursing service providers that visit Havenfield regularly and need parking nearby to provide their essential services.

As an outsider to Cambridge there seems to a focus on cycling; sadly not everyone can safely cycle, as in ██████ case, and alternative means of mobility and access to essential services needs to be considered for the elderly, frail and those with disabilities.

There is no bus stop on Arbury Road adjacent to Havenfield and it is currently a dangerous (road works) and considerable distance for someone who needs assistance with walking to get to the bus stop, if they can.

Please do incorporate the needs of the residents and families of Havenfield's occupants, many have lived here since the 80s, and the changes in the immediate vicinity need to include their input and needs.

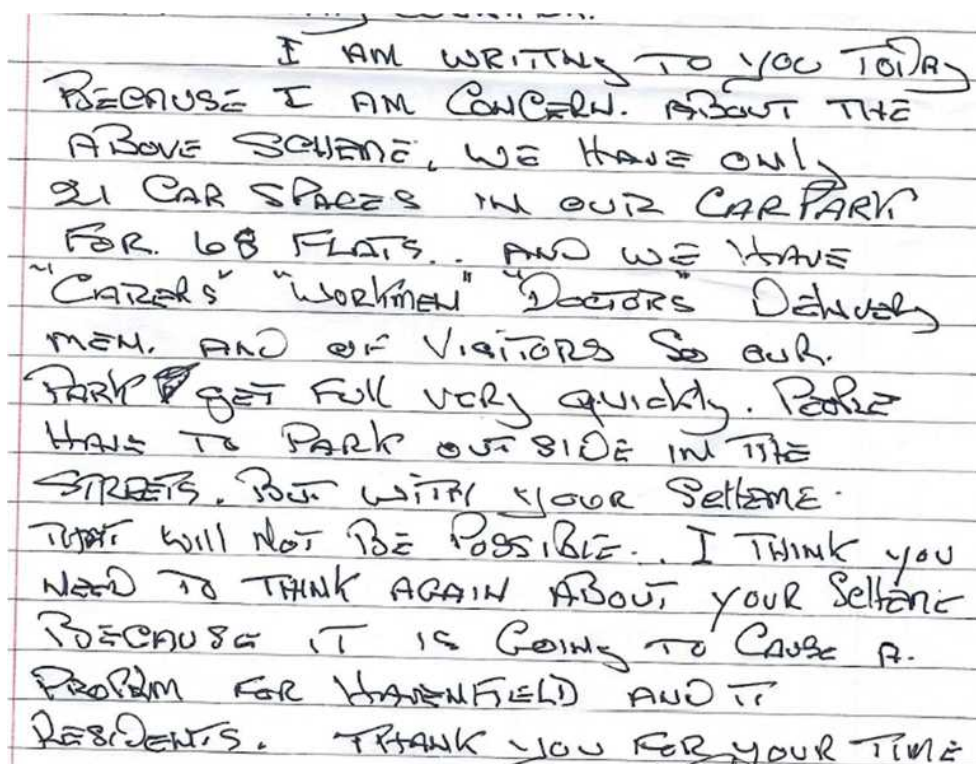
Thank you for your time, consideration and action with our thoughts on this situation.

I am writing to express my concern regarding the above. Havenfield is an over 60s development which includes a number of vulnerable adults. We have a limited number of parking spaces (21) for (68) flats.

If our car park is full some of our residents are forced to park down Leys Rd opposite our development. If the new scheme goes ahead it will cause severe problems for a vulnerable group of our residents, and this information will be in breach of the Disability Act 2010.

There has been a worrying lack of transparency and a veil of secrecy surrounding the implementation of this scheme which may require a judicial review.

I want to emphasise that Havenfield want to be included in this scheme.



I AM WRITING TO YOU TODAY
BECAUSE I AM CONCERN. ABOUT THE
ABOVE SCHEME, WE HAVE ONLY
21 CAR SPACES IN OUR CAR PARK
FOR 68 FLATS. AND WE HAVE
"CARERS" "WORKMEN" "DOCTORS" "DELIVERY
MEN. AND OF VISITORS SO OUR
PARK GET FULL VERY QUICKLY. PEOPLE
HAVE TO PARK OUTSIDE IN THE
STREETS. BUT WITH YOUR SCHEME
THAT WILL NOT BE POSSIBLE. I THINK YOU
NEED TO THINK AGAIN ABOUT YOUR SCHEME
BECAUSE IT IS GOING TO CAUSE A
PROBLEM FOR HAVENFIELD AND IT
RESIDENTS. THANK YOU FOR YOUR TIME

[redacted] both in our [redacted], are most alarmed by the implications of this scheme. We are residents of Havenfield but have lived in Arbury Road [redacted] We have seen many changes but none as threatening as this.

[redacted] and receive regular visits from nurses; [redacted] also relies heavily on a [redacted] All come by car and park, if they can, in Havenfield car park.

But when it is full they have to park in nearby roads.

We are not car owners but members of our family are and they face similar problems when visiting. We rely heavily on [redacted] for support. Many other people in Havenfield face similar problems.

Please consider with compassion the needs of our vulnerable group.

With reference to the parking scheme. Havenfield is a development for retirement for the over 60. Some of them are very vulnerable. There is not enough parking spaces so if this project is carried on excluding Havenfield, the residents, carers and visitors would have nowhere to park.

I therefore pray that Havenfield will be included in the parking scheme.

[REDACTED] and cannot walk unaided. Her only pleasure in life is being able to visit [REDACTED] some 30 miles from Cambridge. If the current scheme goes ahead, it will cause a major problem for [REDACTED] if it is passed.

Here we go again the invisible ones no consideration for myself and all residents here at Havenfield. This is ageism at its best. The older we get the more invisible we become. We desperately need to be able to park near our homes. As time passes the less able we become to walk distances I have found this to be in my case. I cannot use a bus stop in Milton Road because there isn't one nearby and to walk to Campkin Road is out of the question. The car park there will be overcrowded if this scheme is implemented. To keep my body fit [REDACTED] but I am in constant pain due to [REDACTED]. So from my point of view yes please keep me on the road while I am able and add my name to your signatures.

I cannot believe the unfairness of this decision. The Havenfield Residents are over 60: most are over 70, with some 90+! Our limited car park is used by: residents; their family and friends visiting; plus care helpers and medical staff for such an elderly group of residents! Most residents rely on family and friends for lifts! How are they meant to manage to go where they need to without transport and spaces in our car park: also used by numerous workmen, used to improve our living areas etc.,? Compare the age/ structure, etc., of the residents here to those living in Arbury Road up to say Maio Road: how unfair that is as a comparison of their parking facilities and alternative options.

As I write this

consider those, like me, who on health grounds (I have a [REDACTED]) require access in our community: a vital facility. Closing parking options to us will prevent the most basic options! How can such inequality and unfairness be acceptable?!

PLEASE do the fair thing and make Havenfield Residents have the same equality and fairness afforded our neighbours.

Please list, finally, your reasons for seeing Havenfield Residents as an exception to all listed!

I am writing to you as a elderly pensioner, as we have 68 Flats in Havenfield and only 21 parking spaces this becomes impossible at night.

Luckily most people who can not walk far have been out in the day time, they can mostly park in Havenfield but some can not, as carers plus work men parking in Havenfield this again causes residents to park over heys road, having some to use thier frames this still becomes difficult.

A few residents who still work do not come home until the evening, some have to park over in heys road,

Some residents who can not walk far, if they go out to a Club or visiting relatives, or go out socially then they have to park in heys road, some have to use their frames, to walk across to their flats, in the winter months when its dark this becomes unacceptable in this day and age.

So please as most of us have been local residents supporting our Cambridge County Council for many years,

PLEASE could we be included in the new Parking Scheme.

I am writing to ask you to include Havenfield in the proposed residents parking scheme for this area.

This scheme will make life difficult for myself and others living at Havenfield, as I periodically suffer with pain and discomfort from [REDACTED] which affects my walking long distances. I therefore hope that you will include Havenfield in this scheme.

Please delay advertising the Traffic Regulation Order, and include Havenfield in this scheme. Please forward this letter to everyone in your group.

I strongly object to the proposed Parking Permit. If the residents of Havenfield are excluded from the scheme, we will be forced to leave our cars. As many are aged over 70 - 90 years of age, this would make getting very difficult and deprive them of seeing relatives, thus causing isolation.

I am familiar with the proposed parking scheme situation and have kept myself informed for the past year since this scheme first became known by Havenfield.

My particular concern is that the so-called "consultation" was in name only.

Who exactly was consulted? Certainly not me and I know of no one else in Havenfield.

Is the council trying to push this through with minimal input from those who are most affected?

Do you really have any idea of the real consequences of the proposed parking scheme that will prevent elderly Havenfield residents from having any on-road parking for up to half a mile away from their homes? Do you really want to worsen the lives of the majority of Havenfield for a bit of extra space for the lucky folks on the southern side of the road.

Further investigations are necessary before proceeding. There is much to unpick in the drawing of the boundary line that excludes the northern side of Arbury Road, including Havenfield, and benefits only certain groups.

Councillors have said that their decisions are evidence-based. What evidence have you that supports the exclusion of Havenfield from the parking scheme? Is it balanced enough to stand up to any reasonable scrutiny sufficient for a measured decision by your committees?

The proposed parking scheme should simply not go ahead. There is overwhelming feedback already why it shouldn't go ahead, much is plain common sense.

I urge you to please reconsider with investigations and take into account Havenfield's valid reasons. It should not be done in the first place, for reasons of plain common sense and it will cause predictable human damage.

Under the Milton Road Residents Parking Scheme, Havenfield Apartments (off Arbury Road) will be adversely affected as they are not included in the proposals as they are on the North side (even numbers) of the Road. We were not informed of this proposal, although we will be greatly affected.

There are 68 apartments for residents over the age of 60 and although there are 21 parking spaces, there is a need for extra provision for carers and visitors. The roads opposite are currently available for the overspill but the new proposal will remove that option. It is a long walk to Campkin Road or Union Lane as an alternative which will be impossible for some residents.

We have protected characteristics under the Equality Act 2010 due to lack of mobility and frailty.

I am objecting to this Scheme as it is now and asking for Havenfield to be included if it goes ahead.

Here are my feedback, my comments and my formal objections to Permanent Traffic Order PR0998, in response to the Public Notice published by the Cambridgeshire County Council on 18th March 2024.

My overall comment on the proposed Milton Road area Resident Parking Scheme is that the residents of Havenfield flats, including myself, are excluded unfairly from inclusion in the Scheme. Some of the procedures followed are in conflict with Council policies, and there have been numerous departures from sound principles and practice. Details and references are supplied in the following eight pages. Therefore I object to the Scheme.

This letter is sent by mail and also by e-mail to policyandregulation@cambridgeshire.gov.uk. The two letters are identical, except for the medium, and should be regarded as one response, not two. The reason the letter is sent twice is so that I can be reasonably certain it does not go astray, or be otherwise mislaid.

I have not sent it via <https://consultation.appyway.com/cambridge> for reasons which I will inform the Council of on another occasion.

PERMANENT TRAFFIC ORDER PR0998

My position is that there have been so many departures from proper democratic and transparent processes by the Cambridgeshire County Council and the Greater Cambridge Partnership with regard to this matter, that the whole Scheme should be scrapped.

My objections are laid out below, with references to documents given in the notes to each numbered objection provided on the following pages. Many of the points raised are to do with the Council failing to follow its own published procedures and policies. In the case of the removal of the 50% majority requirement described in Objection 6), it is the change of policy itself that I object to.

PART ONE: BRIEF STATEMENT OF OBJECTIONS

Objection 1): Failure to notify affected persons of formal consultation meetings.

Objection 2): Lack of transparency at the time of the formal consultation regarding information provided to the public on the matter of a slightly altered Scheme boundary (which unfairly excludes my home).

Objection 3): Failure to notify affected persons (including myself) of a Scheme boundary change excluding us from the proposed Scheme, although we had initially been included.

Objection 4): The reason given by the GCP for the exclusion of Havenfield and the other properties on the northerly side of Arbury Road does not withstand scrutiny.

Objection 5): No report on the 'informal engagement' on the amalgamation of the three originally-proposed schemes has been published or otherwise made public.

Objection 6): No report on the formal consultation has been published or otherwise made public, and there has been little publicity given to the question of the 'over 50% majority' required in the Council's Resident Parking Scheme Policy document,

but discarded by a resolution of the Highways and Transport Committee on 12th July 2022, just two months before the formal consultation in October-November 2022.

Objection 7): No adequate Equality Assessment of the proposed Scheme has been published.

Objection 8): There was a failure to comply with yet another requirement of the CCC Resident Parking Policy, namely that 'Before a scheme is implemented, an assessment is made to ensure that a scheme is *[inter alia]* cognisant of new or displaced parking problems'.

Objection 9): Significant changes to the proposed Scheme were notified only on the day of the publishing of the TRO (18th March 2024), whereas the original information published at the time of the formal consultation is still on-line at the time of writing, 6th April 2024) and as misleading as ever. The March 2024 information on the TRO web-site is in inferior form (compared with the earlier information), and largely illegible to anyone not in possession of above-average computer-skills. Resources available to the Council and the GCP (their cartographers, advisers and suppliers of technical services WSP) were not used in a manner that served the public with respect or equity. Out-of-date and misleading information is presented by the GCP on one web-site and quite different up-to-date official information on a completely different Cambridgeshire County Council web-site. A better set of Cambridgeshire County Council maps, this time drawn by the Ordnance Survey, is available on the appyway.com website. These maps appear to be accurate and up-to-date, but are not where one might expect to find them, namely on the GCP Milton Road area Resident Parking Scheme web-pages, or perhaps attached to the TRO notice. This looks more like an attempt to confuse the public than to inform them. I would not go so far as to say it is intentional, but it is misleading to the public, who are the sole funders of the Council's activities.

PART TWO: NOTES RELEVANT TO EACH OBJECTION

The objections are repeated above each note for convenience of reference.

Objection 1): Failure to notify affected persons of formal consultation meetings.

Note on Objection 1): Para. 4.5 of the Cambridge City Resident Parking Scheme Delivery Plan 2022 states clearly that: 'Residents and others with a vested interest in scheme will be consulted at both the formal and the statutory stages'. The CCC's Resident Parking Policy states much the same thing in slightly different words: 'Steps from initiation of a scheme include: *[inter alia]* A formal consultation with residents and other groups that may be impacted by the proposed change.' Havenfield residents very obviously have a vested interest in the Scheme, and will certainly be impacted severely by it. This was known to the local County councillor (now former councillor) at the time of the 'informal engagement'. My complaint is that while our County councillor at the time consulted us at the time of the 'informal engagement', the County Council and/or the Greater Cambridge Partnership, failed to inform us of the formal consultation, depriving us of the possibility of making submissions to the formal consultation before the closing date. It seems that the thinking may have been that as we were to be excluded from the area of the Scheme, we had no right to be consulted. The words 'and others with a vested interest in the scheme' and 'other groups that may be impacted by the proposed changes' show in the Council's own words that this was incorrect (sources referenced above).

Objection 2): The proposed Milton Road area Resident Parking Scheme seems to have been misrepresented at the time of the formal consultation as a simple amalgamation of three earlier defined areas, whereas in fact the original Hurst Park Scheme area boundary was altered so as to decrease it in size, at the same time as the amalgamation made the total area of the new Scheme much larger. This boundary change excluded all properties on the north-eastern side of Arbury Road, even though they had been included in the originally-proposed Hurst Park RPS.

The proposed Milton Road area Resident Parking Scheme seems to have been misrepresented at the time of the formal consultation as a simple amalgamation of three earlier defined areas, whereas in fact the original Hurst Park Scheme area boundary was altered so as to decrease it in size, at the same time as the amalgamation made the total area of the new Scheme much larger. This boundary change excluded all properties on the north-eastern side of Arbury Road, even though they had been included in the originally-proposed Hurst Park RPS.

Note on Objection 2): Aspects of this are treated under Objections 1); 3); 4); 7); and 8).

Objection 3): Failure to notify affected persons of a Scheme boundary change excluding them from the proposed Scheme, although they had initially been included.

Note to Objection 3): See note to Objection 2).

Objection 4): The reason given by the GCP for the exclusion of Havenfield and the other properties on the northerly side of Arbury Road does not withstand scrutiny.

Note on Objection 4: We at Havenfield enquired via a sympathetic councillor from a neighbouring ward,* of a senior staff-member of the GCP as to the reason for our exclusion, and the GCP's reply to the councillor included the following:

'The rationale for not including properties on the north side of the street in the scheme (as consulted upon) is that would introduce many additional vehicles eligible to apply for parking permits within the zone, which would be likely to lead to the scheme being over-subscribed and potentially ineffective'.

It is true that the scheme as consulted upon (in the formal consultation) did not include the properties on the north-eastern side of Arbury Road, including Havenfield. Havenfield was not made aware of the formal consultation (see Objection 1) above, and at the time of the earlier 'informal engagement' (which we were aware of) the map did show us as included, in the as yet un-amalgamated Hurst Park Scheme. The residents of the 68 Havenfield properties were therefore deprived of the ability to respond to the proposal 'as consulted upon'.

The 'informal engagement' was not a formal consultation. The phrase 'as consulted upon' refers to the formal consultation, about which no-one on the north-eastern side of Arbury Road was notified. I have shown above (Objection 1) how this was a breach of the Council's Resident Parking Policy.

Returning to the GCP's statement: *'It would introduce many additional vehicles ...'* What actually happened was that the originally-proposed Hurst Park area RPS, which did include the north-eastern side of Arbury Road, was greatly expanded in size by means of the proposed amalgamation with the Ascham and Elizabeth Schemes to the south and east of the Hurst Park Scheme. That expansion introduced (or would introduce) many more, probably hundreds, of extra vehicles into the Scheme. At the same time, the northerly border of the Hurst Park Scheme was reduced slightly in area, excluding only a small number of vehicles, those connected with the residents of the north-eastern side of Arbury Road. The GCP acknowledges that this involves only a small number of vehicles, when it says in the same reply to the councillor: *'At the same time, most of the north side properties have access to off-street parking. This includes Havenfield ...'* This is true; the properties excluded are relatively well-served by their own parking on private land. So the GCP's 'rationale' quoted above does not stand up to scrutiny.

The inclusion of the properties on the north-eastern side of Arbury Road (including Havenfield), would not 'introduce many additional vehicles eligible to apply for parking permits', because those residences were included in the originally-proposed Hurst Park RPS. Neither the Council nor the GCP has produced any evidence that the boundary change consulted upon in the Formal Consultation was supported by any member of the public at all. If such evidence exists in the responses to the Formal Consultation of October-November 2022, it has not been published (see note to Objection 6) below.

The difference in numbers of vehicles either way would not be great, and those permits would only be used to park in the RPS when the private parking areas were full. The retention of the original northerly border would not 'introduce' any vehicles into the scheme at all, because they were already in the original proposal from the start. It is the proposed amalgamation that would introduce far more vehicles. Therefore, it must be the proposed amalgamation that, in the GCP's own words: *'would introduce many additional vehicles eligible to apply for permits within the zone'*. What the responders to the formal consultation thought of this remains unknown. The logic seems inescapable: the amalgamation of the three smaller schemes into the mega-scheme, *'would be likely to lead to the scheme being over-subscribed and therefore potentially ineffective.'* The words in parentheses are the GCP's words, not mine.

As for the comment that *'Most of the north side properties have access to off-street parking ...'*, I would remind the GCP and the Council that the possession of private land on which one has the right to park does not deprive one of the general right to park (where it is permitted) on the public highway. I would remind the GCP (and the Council), that however many cars I might own, and however I might care to park them on private land, is (with certain exceptions relating to safety or nuisance) none of the Council's business, and it should form no part of Council policy-making, let alone of independent attempts to make policy by Council or GCP officers, were that ever to be contemplated. 'Off-street' does not mean the same as 'on private land'. The parking in question is all on private land.

If the Scheme is to go ahead, the reason Havenfield needs to be included in it is that carers and other visitors sometimes find the Havenfield car-park full, and need short-term 'overflow' parking. It is a peculiarity of this part of Arbury Road that there are no streets running north between Milton Road and Campkin Road, a distance of about half a mile. (The cul-de-sac Maio Road, which looks like a public road, is an unadopted road, and is private property, so ARERA was informed by the County Council).

On-street parking in the northerly part of the Hurst Park area has always been plentifully available, at no cost, to Havenfield residents and anyone else. No mandate has been demonstrated by the Council for any change to this situation. If we are never to be given access to the data from the Formal Consultations, that will remain the situation. (See Objection 6) below). I am aware that the Statutory Consultation on the Permanent TRO at present underway is not the same as the Formal Consultation which took

place in October-November 2022. An organ of government that refuses to publish public information in its possession (national security matters and the like excepted) can no longer be regarded as either transparent or democratic.

*Havenfield's County Councillor and member of the HTC did not reply to, or even acknowledge, our several letters, nor did our City councillor. Is it any wonder I fear for our democratic rights in Cambridge?

Objection 5): No report on the 'informal engagement' has been published or otherwise made public.

Note on objection 5): Although regrettable, this omission is of less practical importance than the lack of a report on the formal consultation (see Objection 6) below).

Objection 6): No report on the formal consultation has been published or otherwise made public, and there has been little publicity given to the question of the 'over 50% majority' required in the Council's Resident Parking Scheme Policy document, but discarded by a resolution of the Highways and Transport Committee on 12th July 2022, just two months before the formal consultation in October-November 2022.

Note on Objection 6): So far as I am aware, this change of policy, which discarded the 'over 50% majority' requirement, was not communicated to the public in the public meetings held on the Formal Consultation. It effectively rendered the consultation meaningless, and a waste of the local residents' time. This is borne out by the fact that one year and four months later no report on the consultation has been published, yet the Council has gone ahead and published the Permanent TRO, apparently with no mandate from any member of the public. It remains completely unknown to the public what data were collected at the time of the formal consultation. Let us look at the history of this sorry state of affairs: the matter of the over 50% requirement was discussed at the GCP Joint Assembly meeting on Thursday 9th June 2022, a month prior to the HTC meeting of 12th July 2022 referred to above. In Appendix 10 to the minutes of the GCP Joint Assembly meeting, which recorded questions from the public, a questioner described as a CAMCYCLE Infrastructure Campaigner, refers to 'The consultants' report, section 3.2.7', and praises it because it 'at long last states in black and white the clear problem with previous residents' parking policy: "The current County Council policy is that a new scheme cannot be introduced unless supported by 50% of residents in the relevant area responding to a consultation. This gives small numbers of residents an unusual veto power which can affect policy for the whole city, restricting the County Council's ability to make changes to the highway network at a holistic, city-wide level"'. The questioner then commends this view as follows: 'The report is quite right to describe this as an 'unusual veto power'. It is utterly ludicrous to be spending tens of millions of pounds on very welcome bus lane schemes, when freebie parking still remains available within 10 minutes' walk of the city centre. This is not joined up thinking. 1. Does the committee agree that residents' parking must at last now be recognised not merely as a street by streets issue, but as a strategic traffic management tool as well? And that the introduction of parking and traffic management schemes which will benefit the city as a whole, cannot be held up due to a 'small number of residents with unusual veto powers'? 2) and that it needs to be introduced as soon as possible even where there is not yet overall support in an area?'

That last bit is worth repeating: 'even where there is not yet overall support in an area'. 'Yet'? Only a seer, one who can see into the future, could equate 'where there is not yet overall support in an area' with the actual state of affairs, which is: 'where there is not overall support in an area'. Another way of expressing this is 'wishful thinking'.

The report referred to is the Integrated Parking Strategy Initial Report (WSP project 70056482), dated June 2022. The CAMCYCLE campaigner quotes the paragraph exactly as it appears in the report, but it might be worth repeating it here: 'The current County Council policy is that a new scheme cannot be introduced unless supported by 50% of residents in the relevant area responding to a consultation. This gives small numbers of residents an unusual veto power which can affect policy for the whole city, restricting the County Council's ability to make changes to the highway network at a holistic, city-wide level'.

The first sentence in this quote is correct (give or take the minor ellipsis by which the words 'a majority of over 50%' are abbreviated to '50%'). The second sentence is not a statement of fact at all, but a rather bizarre opinion. It is an extraordinarily undemocratic statement. How is a requirement of a majority of over 50% of respondents to a consultation 'an unusual veto power'? It is standard practice in the United Kingdom not only for elections, but for decisions at meetings, and votes in the House of Commons. How can something that is standard practice in this country be 'unusual'?

The consultants, WSP, are a multi-billion dollar 'global' company offering consultancy and technical services to a number of joint authorities in the U.K. As far as I know, they are a perfectly respectable company, and I am not suggesting they have done anything wrong in offering their opinion on the 50% majority requirement, ludicrous as I find their notion.

In the House of Commons, of 650 Members, if only 400 vote on a particular issue, say 350 for and 50 against, the 'ayes' will have it. The 250 members who fail to vote are not considered relevant to the vote, any more than the 930 members of the public who

failed to respond to the consultation in my imaginary example would be considered relevant to the consultation. That is our well-tried and tested British system.

It is also, as it happens, the system laid out in the Constitution of the Cambridgeshire County Council, para. 15.1, namely:

'Majority. Unless the Constitution provides otherwise, any matter will be decided by a simple majority of those members voting and present in the room at the time the question was put'.

Note that those members *not* voting and present in the room at the time are ignored, for the purpose of the result of the vote. If that is an 'unusual power of veto', the Council should amend its Constitution. Clearly it is not, so the Council should restore the '50% majority' provision for formal consultations, or suffer its democratic pretensions to be exposed as hypocrisy. It is the CCC that runs Cambridge, not CAMCYCLE, worthy and influential as that 'two wheels good' brigade might be. The provision is still in the Resident Parking Scheme Policy (paragraph 6.2, bullet point 6) as accessed on-line on 2nd April 2024.

The consulting company seems to be confused over the fact that, to quote a theoretical example again, out of 1,000 possible responders, if only 70 actually bothered to respond, and 30 of those were against the scheme, and forty were for it, the result would be decided by only ten votes, or just 1% of the total number of possible (but not actual) responders. WSP describes this as 'an unusual veto power'. What is unusual about it? If a vote in the House of Commons were lost by just one vote, would that be an unusual power of veto? Maybe in Canada, but not in the United Kingdom. Does the County Council think it is getting value for tax-payers' money in employing a foreign company to give it anti-democratic notions? (Pace WSP, it is the Council I am questioning here, not you).

Perhaps what worries CAMCYCLE and the HTC is that there might be more non-responders than responders, as in fact there usually are. Does the campaigner believe that rather than respect the veto of a small number of responders, his own opinions should prevail? I suppose this is why Sir Winston Churchill observed: 'It has been said that democracy is the worst form of government except for all the others that have been tried'.

WSP merely made an observation, an ill-considered one in my opinion, but they did not explicitly recommend that any course of action should follow from their opinion. It was the CAMCYCLE campaigner who picked that ball up and ran with it. Astonishingly, the Highways and Transport Committee of the CCC agreed with him and voted to accept the Cambridge City Resident Parking Plan, which includes the abolition of the over 50% majority requirement. What would have happened at that meeting if the meeting rules had not included an 'over 50% majority' requirement, is anyone's guess.

The abolition of this provision was not widely publicised, but neither was it covered up. A news item was published on the CCC web-site on the 5th July 2022 which read, in part: *'The plan proposes to streamline the policy surrounding the introduction of new resident parking schemes by removing the need for a councillor-led informal consultation and the need for 50% of those that respond to the formal consultation to support a scheme.'* There you have it, people of Cambridge; your freedoms are being snatched away from under you by your own elected representatives. For the double-speak 'streamline', read 'remove the democratic provisions of'. The shade of George Orwell must be chuckling 'I told you so'.

The GCP Joint Assembly meeting referenced above seems not to have commented on the over 50% policy, simply noting that 'The policy for delivering new residents' parking schemes is set by the County Council, and the next Highways and Transport Committee will consider this.' The HTC did consider it and leapt into bed (so to speak) with the anti-democratic notions of WSP and CAMCYCLE. I do not mean to be harsh on CAMCYCLE. I recognise their tireless work in promoting better cycling conditions in Cambridge. I have some democratic regard for their large membership numbers. I have some sympathy for their opinion on 'joined-up thinking', if they mean taking all aspects of a question into consideration. However, the 'holistic' approach, if taken too far, can mean excessively monistic thinking, the political version of which is called totalitarianism. That is the route to global dictatorship, and the extinction of diversity and of anything resembling democracy and freedom.

An agenda item for the 12th July 2022 Highways and Transport Committee Meeting of the CCC (Forward Plan ref: 2022/060), notes that *'the Cambridge City Resident Parking Scheme Delivery Plan (para. 2.6) 'removes the need for 50% of those who respond to the formal consultation to support a scheme'.* I am aware that the Delivery Plan is not the Policy document. For the removal of the 50% requirement to go ahead, it was necessary for the Delivery Plan to be approved by the HTC, and it was so approved, according to the minutes of the HTC meeting of 12 July 2022. The exact wording is: *'It was resolved to: a) Note the content of the Greater Cambridge Partnership (GCP) Resident Parking Scheme update; b) Approve the Cambridge Resident Parking Scheme Delivery Plan;'* [and other items].

As at 16th March 2024 the 50% requirement has *not* in fact been removed from the CCC's published Resident Parking Scheme Policy on the Council's web-site.

However the Highways and Transport Committee is a sub-committee and not the Council itself. In the minutes of the GCP Joint Assembly meeting of 9th June 2022 I find a record of discussion at the meeting during which the Assistant Director for Sustainable and Inclusive Growth noted that such a decision [on the removal of the over 50% majority threshold] 'would need to be made by the county council'. As of the time of writing I have not located such a decision by the County Council, so am in the dark as to whether the Delivery Plan or the RPS Policy is the current policy of the Council.

The CCC Resident Parking Policy document available on-line on the CCC's web-site on 18th March 2024 states, inter alia, that 'A scheme will be considered only where all the below criteria are met:' and I find under para. 6.2 the sine qua non provision that: 'A majority (over 50%) of households responding in the survey support the introduction of a Resident Parking Scheme'. If this current published information is correct, why has the report on the formal consultation not been published, as at the date of the publishing of the Permanent TRO (18th March 2024)? How are the people of Cambridge to know whether the 50% threshold was met during the consultation, or not? The Policy change was approved by the HTC, so I can only assume that someone at the Council thought that gave them carte blanche not to publish (in other words to suppress) a report on the formal consultation.

The same minutes referenced above note that during the course of discussion it was mentioned that: 'The removal of the 50% threshold was designed to remove unintended consequences when areas were divided into smaller zones'. This initially puzzling remark makes sense if compared with another provision in the CCC Resident Parking Policy, para 6.2: 'Avoiding the need for consensus within an area by reducing the area is not considered an effective or efficient way of managing parking, as experience shows that the problem transfers to streets excluded from the area'. It seems to me that the reduction of the originally planned Hurst Park scheme to exclude the properties on the northerly side of Arbury Road, was such a reduction. However, at the same time, the originally-proposed Hurst Park area was greatly increased by the proposed amalgamation with the Ascham and Elizabeth schemes. Finding a way through the logic of all this is not easy. The remark, and the policy provision, seem to be aimed at avoiding the skewing of consultation results by reducing scheme areas so as to exclude negative responders. What actually happened, was that the scheme areas were greatly expanded, by a massive amalgamation. By the logic of the remarks and the Policy, if the reduction of areas would reduce consensus, presumably the expansion of the areas would increase consensus. Either way, any change of boundaries, whether increasing or decreasing the area, would appear to influence consensus. This not my idea, but clear enough from the wording of the Council's own Policy and the reported remarks of the discussion at the HTC on 12 July 2012. In this case, I don't think the Council was consciously trying to skew the consensus. How much easier just to ignore the responses from the public. I think that these notes to my Objection 5) are more than sufficient to demonstrate a lack of transparency and democratic procedure on the part of the Cambridgeshire County Council and its collaborators at the GCP. Facts are facts, and flannel is flannel.

Objection 7): No adequate Equality Assessment of the proposed Scheme has been published.

Note on Objection 7): In the same HTC meeting papers mentioned in 5) above (12th July 2022 HTC meeting), I find (inter alia) under para. 4.4: 'Equality and Diversity Implications' that 'The equality impacts relating to the change in Resident Parking Policy is being assessed along with the Integrated Parking Strategy, and an equality impact assessment will be brought to this Committee in due course'. I have been unable to locate an Equality Assessment corresponding to that statement.

However, a limited Equality Impact Assessment does form 'Appendix 5' of the papers for the HTC meeting of 12th July 2022, but the scope of that Assessment is limited to a 'Review of Residents permit limits and fee structure'. Under 'Section 2: Scope of Equality Impact Assessment', out of eleven headings, arranged as boxes to be marked with a cross, only two are in fact so marked. They are: 'Disability' and 'Poverty'. The other headings, left blank, are: Age, Gender reassignment, Pregnancy and maternity, Religion or belief, Sexual orientation, Rural isolation, Marriage and civil partnership, Race, and Sex. Most of these are probably not relevant in the context of the RPS, but as far as we are concerned at Havenfield, 'Age' is a glaring omission. Havenfield is a development of 68 retirement flats, restricted to residents over 60, but most of the residents are between 70 and 100 years of age. 'Age' is a protected characteristic under the Equality Act 2010. In failing to properly assess the Scheme in relation to our protected characteristics, the Council would seem to be in breach of the Equality Act 2010, (Section 149 in particular), and in breach of its own 'Equality, Diversity and Inclusion Strategy 2023-2027 (p.10), as published. I do realise that a better Equality Assessment may have been produced recently. If so, I would be grateful to be told where it might be accessed.

'Disability' is mentioned in the limited Assessment presented to the July 12th 2022 HTC meeting, but the fact that many Havenfield residents are disabled to either a lesser or a greater degree, and the problems the RPS, or our exclusion from it are certain to cause us, is treated summarily. It is mentioned that one negative impact that might be anticipated is that 'Reduced visitor permit number could impact those who use this type of permit for carer visits and could increase social isolation'. Havenfield was excluded (unfairly, because Havenfield residents were not informed of the Formal consultation and were therefore deprived of the right to respond to it.) from the amalgamated Scheme consulted on by the formal consultation, so the significant number of residents who rely on carers will not have the right to apply for carer's resident parking permits at all. This situation is so significant, that it would appear to be a potential breach of the Equality Act 2010, and therefore illegal under the law of

the United Kingdom. At the very least, it contravenes the Cambridgeshire County Council's own *Equality, diversity and inclusion strategy 2023-2027* (p.10 in particular). *This in itself is enough to show that the Scheme should be scrapped.*

Objection 8): There was a failure to comply with yet another requirement of the CCC Resident Parking Policy, namely that 'Before a scheme is implemented, an assessment is made to ensure that a scheme is *[inter alia]* cognisant of new or displaced parking problems'.

Note on Objection 8: No such assessment was made in this case, and this is demonstrable because the parking problems which would be caused by excluding Havenfield were not considered until well after the closing date of the formal consultation. Once we at Havenfield became aware that we had not been notified in time to respond to the formal consultation, we contacted the GCP and a meeting was arranged with the senior member of staff responsible for the implementation of the Scheme. Some correspondence has since ensued. One point that was made by the GCP manager in the correspondence was that '*amending the scheme boundary as you suggest could not be done without a further public consultation*'. Perhaps what is needed is a new consultation, given that it was the Council's (or the GCP's) dereliction that no-one on the northern side of Arbury Road was informed of the consultation at the time. Major changes were made to the Scheme after the formal consultation (see Objection 10) below). The changes were not notified until the day of the publication of the TRO, 18th March 2024, one year and four months after the close of the formal consultation, and about three weeks before the closing date for comments and/objections to the Permanent TRO. Those changes show that a change such as the boundary change, which after all would only be a change back to the originally-proposed Hurst Park scheme northern boundary, would seem to be entirely possible, without a further formal consultation. The residents on the northerly side of Arbury Road, including the 68 residences in Havenfield, were not informed of the consultation, therefore did not respond, and discovered that the boundary had been changed to exclude them about four months too late to respond. In the light of this shockingly shambolic situation, it seems reasonable, as it was the Council or the GCP, who made the mistake of not informing us of the formal consultation, for me to say to the Council and the GCP:

'Now, dear Council and GCP, if you still want to proceed with the Milton Road area Resident Parking Scheme, you are going to have to return to the situation as it was before the formal consultation of October-November 2022, that is to say with the north-eastern side of Arbury Road included in the proposed Hurst Park RPS, and have another formal consultation pointing out the boundary change, and this time inform the public, including all those affected by the scheme, of the result.'

I can almost hear the Council and staff laughing at this. There is a very prevalent opinion in Cambridge that no matter how much people like myself protest, and how many breaches of Council's own policies and principles occur, 'they will go ahead anyway'. This should make our councillors hang their heads in shame. I do not blame the staff, no matter how inept (if they are), because it is the councillors who employ them, on behalf of the public, and who have the ability to keep them under control. The councillors in turn, are kept under control by the electorate, but only from time to time. The electorate are taxpayers. All the money spent on and by the Council is tax-payers' money. The Council owns nothing, and Councillors have no personal power. Limited administrative powers are delegated to Councils for limited periods, so that they may perform certain functions. Councillors and their staffs are functionaries. They no more 'own' power than they own the money they are entrusted to spend on the public's behalf. At times it seems some of them need to be reminded of these truths. They cannot avoid responsibility by delegating their responsibilities to their staff. If they do delegate, as they seem increasingly willing to do, they remain responsible for the actions taken.

Starting with the 'informal engagement', the RPS was presented as a Community-led initiative. I did not know at the time that the whole plan for the delivery of Resident Parking Schemes in Cambridge had been mapped out in advance before the formal consultation. Had I been more alert at the time I might have noticed such items as the discussion at the GCP Joint Assembly meeting of 9th June 2022, where it was '*Considered whether the size of some or all of the residents' parking schemes should be increased to improve parking options for those that used them and minimise border issues . . . with one member further suggesting that the whole of Cambridge could become one parking zone*'. It was at this same meeting that it was '*Queried whether it would be possible to remove the current requirement for new residents' parking schemes to obtain the support of at least 50% of residents in the area.*'

When I did finally become aware of this information, I wondered what possible agenda could be behind the idea of introducing a resident parking scheme that did *not* have the support of a majority of residents in the area (and others affected by it). For the answer, see the reports prepared for the GCP by WSP: *Greater Cambridge Partnership Integrated Parking Strategy Initial Report*, dated June 2022, and *Greater Cambridge Partnership Residents' Parking Delivery Plan*, dated May 2022.

The Formal Consultation should have indicated the level of support for the Milton Road area RPS, but it didn't. This could only be a result of laxity or intentional obfuscation by the Council and/or the GCP. At the time of writing, nineteen days after the publication of the Permanent TRO, the data from the Formal Consultation are still as unknown to the public as the depths of the Mariana Trench, or the inside of a black hole.

Objection 9): Significant changes to the proposed Scheme were notified only on the day of the publishing of the TRO (18th March 2024), whereas the original information published at the time of the formal consultation remained on-line as official information from October 2022, is still there at the time of writing (6th April 2024), and is as misleading as ever. The 18th March 2024 information on the TRO web-site is in inferior form. Resources available to the Council and the GCP (namely their cartographers, consultants and suppliers of technical services WSP) were not used in a manner that served the public with respect or equity.

Note on Objection 9): The changes mentioned above were published only on the day of the publishing of the TRO (18th March 2024). The changes were notified to the public for the first time in the documents published on that day. An essential part of this information was an updated version of the map of the whole Scheme area on which the formal consultation was based in 2022. This one map was very small-scale and the details (of significant changes) are effectively illegible. The map was advertised in the Public Notice of the TRO as available for inspection at the Cambridge Central Library, so two Havenfield residents hastened to the Library on 18th March, expecting to see a full-sized map in the correct colours. All the librarian was able to provide them with was an A3 black and white copy, which they could have printed themselves at home. This was not of course the librarian's fault, she was only able to provide what the Council had provided her with, which was, in the case of the map, next to nothing. We later discovered a good set of maps on the <https://consultation.appyway.co/cambridge> website. It is unlikely that anyone would find this set of maps until they were about to submit their response to the Statutory Consultation, via the appyway web-site. The maps on the GCP Milton Road area Resident Parking Scheme web-site are out-of-date and entirely misleading, and the single map provided on the CCC's TRO web-site is illegible to everyone except those of us with above-average computer skills, who were able to enlarge and clarify it section by section in order to reveal the details of the recently revised proposal. The appyway maps were apparently produced by the Ordinance Survey, and the 2022 GCP maps by WSP. The woefully inadequate February 2024 map presented as official information with the Public Notice of the Permanent TRO, published on 18th March 2024, was also drawn by WSP. It was drawn using AutoCAD software in A1 size, so the original must be of good quality. Why then was it published on-line in illegible form, when it could have been provided as a good set of ten maps, like the 2022 maps, or the Ordinance Survey ones? And why was public money spent on two different sets of maps when one would have been adequate, had they been specified properly. I say 'specified', because we cannot blame the cartographers for this fiasco; they can only be expected to do what the Council or the GCP commissions them to do. If I were of a suspicious frame of mind, I would suspect that the illegible map was provided to cover up the extent of the last-minute changes to the Scheme since the formal consultation. As I am not so uncharitable, I am inclined to put it down to mere incompetence.

I leave it to the Council to ponder the propriety of stating in an official Public Notice that *'Documents are also available for inspection during normal office hours at Cambridge Central Library'*, when one of the key documents, the map, was not in fact available in decipherable form. It seems to me that what the Council should have done, was to order a full-sized and properly coloured printout from the company that drafted the map, and had that ready for inspection at the Library on the publication day of the TRO. The map was drafted in A1 size (23.4 inches by 33.1 inches, or 594 by 841 millimetres), using AutoCAD software. Very good results are possible using such methods. I would be very surprised if the multi-billion dollar global consulting and technical services company employed by the GCP lacked the technical facilities to do this. Clearly they were not directed to produce a full-sized, properly coloured, legible map by the Council or the GCP, although the Ordinance Survey seems to have been commissioned to draw a better version. That is not my only complaint about the map. At the time of the formal consultation (as I now know), ten maps were made, to show the whole area of the Scheme, at a reasonable scale and resolution, and in fairly good colour. There was also a document listing the number of parking bays proposed in each street. I am primarily interested in the situation in Arbury Road. The relevant maps (numbers 3 and 5), show no parking bays on the south-western side of Arbury Road. Instead, there is a cycle-lane, from the Milton Road corner to the westerly boundary of the Scheme, where, very logically, it joins the existing cycle lane which continues to the west. The accompanying document clearly states: *'Arbury Road, number of parking bays '0'',* that is to say 'zero'. Needless to say, where there is a cycle-lane, there can be no parking bays, in a narrow road such as this. (Arbury Road does widen by almost a metre further to the west). So, imagine my surprise when the single new map was published on the day of the TRO notice, and I find, after a bit of manipulation to render it legible, that the cycle-lane has disappeared, and fifty-three parking bays are now proposed, in place of the earlier maps' 'zero' bays.

To recoup: vital official information on the scheme was available in fairly clear form at the time of the Formal Consultation in October-November 2022, including a set of ten maps. The same maps were put on-line on 23rd August 2023. On 18th March 2024, this information became obsolete, in the light of major changes to the scheme. Unfortunately (if that is the right word) the obsolete information is still displayed on the GCP's official Milton Road area Resident Parking Scheme. Quite different (but correct) information was published on March 18th 2024 in the documents accompanying the official Public Notice of the Permanent TRO. The associated documents included the new, difficult to decipher map. At the time of writing, 6th April 2024, 19 days after the publication of the TRO, the ten earlier maps and the document enumerating the number of parking bays on each street are still on the GCP web-site, and the new map is not. On 18th March 2024 the ten older maps were officially superseded by the single new, largely indecipherable, map. I have not researched the date of publication of the Ordinance Survey versions, which, whenever they were published, were hidden away on the appyway site. As far as formal objections are concerned, the new map on the TRO web-site was published at the very last possible moment, but the older maps were left on the GCP web-site exactly as if they were accurate current information. This means that anyone consulting the GCP website on or after the 18th March would be completely misled as to the details of the Scheme. This might well lead them to respond erroneously, or not to respond when they might have done so had they seen the correct information.

The main difference between the maps, apart from their legibility, is that the old maps show a cycle lane all along the south-western side of Arbury Road, and no parking bays, whereas the new map shows no cycle-lane and 53 parking bays. This is not minor detail!!

References: The 'old' maps referred to are: *GCP Resident Parking Scheme General arrangement sheets 1-10*, dated September 22 (i.e. September 2022), and the 'new' map is the one titled *GCP Resident Parking Scheme Milton General Arrangement Overview*, dated February 24 [i.e. February 2024]. The maps drawn by the Ordnance Survey were published on the <https://consultation.appyway.com/cambridge> website. I do not know the date of publication, but it is likely to be 18th March 2024, the date of publication of the TRO.

At first I could not understand why the quality of the map provided as part of the legal notification of the Permanent reference number PR0998 should be so poor, when clearly the GCP has the technical ability, by way of their cartographers at WSP, to provide good quality maps. Indeed, the map I am complaining of, was drawn as an A1 size document, and could easily have been made available at the Library as a printout on paper at that size (23.4 x 33.1 inches, or 594 x 841 millimetres). Such a printout should be true-to-colour, and that would mean that the indications on the map would be interpretable by reference to the map key. In the case of the 'old' maps, I was able to print them in reasonably satisfactory colour on a cheap home printer in A4 size, and then colour-photocopy them satisfactorily in A3 size. WSP must certainly have an A1 colour printer. Eventually the explanation dawned on me: the earlier maps were published by the GCP. The later, very different one, was published by the CCC. (The CCC is the body responsible for the statutory publication of TROs). It seems to me that the CCC and the GCP simply were not talking to each other. This has resulted in the Council publishing information which conflicts with and contradicts the information published by the GCP. This could be dismissed as just a bureaucratic error, but the public deserve and have right to accurate information, especially when it will affect many lives. What use is a statutory consultation such as the one I am responding to at this very minute, if the information consulted on is incorrect? Anyone relying on the maps and other information on the GCP's Milton Road area Resident Parking Scheme web-pages for information on which to base their response to the consultation would be seriously misled. A statutory Public Notice out-ranks a GCP web-page in legal status, so the map provided by the CCC must be the correct one. What a pity it is almost illegible. If the CCC map were legible, there would be no need for anyone to turn to the GCP web-pages, but as it is not, it would not be surprising if someone turned to more accessible, larger-scale, better-coloured, and more attractive (but inaccurate) GCP maps for information.

It seems to me this alone is sufficient to invalidate the present statutory consultation.

It might sound too obvious to bother stating, but, dear Council officers and GCP staff, if you are required to conduct a Statutory Consultation (as by law you are for TROs), you really must try to do it properly, which means not misleading the public with out-dated, erroneous, conflicting, hard-to-find or illegible information. Talk to each other, find out what your colleagues are doing, and get it right.

CONCLUSION

I am sure that most councillors are aware that decisions in one area can lead to unintended consequences in another. Perhaps the Milton Road RPS could be looked at again in that light, and in the light of the procedures which have not followed the County Council's own current published policies.

I do appreciate that the recent pandemic made life and work difficult for everyone. We have all seen the deleterious effects on central government when sound principles were over-ridden, at times by what seemed to be opportunistic elements. I hope such dark days can now be left behind us, and we can get stricken Britain back on its feet and on the right path. That is your noble task, at local level, dear councillors.

I am writing to object most strongly to the Resident Parking Scheme which is proposed for Milton Rd.

I am speaking as the [REDACTED] of one of the elderly residents who live in Havenfield.

Firstly I would like to say that the Havenfield residents, who it could be argued are amongst those who would be the most affected should this proposed scheme go forward, were not consulted.

The needs of the Havenfield residents have not been adequately assessed, nor their disabilities taken into account. When I visit [REDACTED] who lives in Havenfield there is rarely a free parking place. This is because in order to remain independent, many residents need to have their own cars yet there are only 21 spaces for 68 flats. In addition to this there is a constant stream of visitors, nurses, doctors, carers and tradespeople. If the scheme is adopted, the very nearest overflow parking places are over 480 meters away. In order to qualify for a disabled parking permit one must not be able to walk more than 50m. Some of the residents can walk more than 50m, so wouldn't qualify, but it is not reasonable to expect people in

their 80s who are able to remain independent by virtue of having their own transport, to walk that distance (and indeed many actually can't walk that far), especially in the winter when it is dark by 4pm, and cold.

Your proposed scheme will take away highly-valued independence from many of the residents. Their elderly frail friends will not be able to visit them. This will adversely affect their mental health. Being, in effect, confined to the Havenfield grounds, will also affect their physical health. I know this from personal experience. [REDACTED]. She is normally independent, but needed help both with personal hygiene and housework when she was first discharged from hospital. [REDACTED] visited her daily until she could manage. If we had had to park >1/3 mile away, this would have been difficult. Pay and display parking spaces are very expensive for people living on a state pension, and often the number of hours that the car can be parked is restricted.

Please take these factors into account when you are deciding on a course of action which will have far-reaching effects which so far have perhaps not been taken into consideration.

With reference to the above Traffic Order, I must **object** to your scheme to create a parking zone which excludes the north side of Arbury Road, as this will not achieve your expected results of easier parking for residents. Quite to the contrary it will make life more difficult for those "outside" and "inside" too, plus increased costs of those within the borders of the scheme. Your act of excluding the north side of Arbury Road from your parking scheme is completely incomprehensible view the fact that it would seem all other roads in this proposed scheme, and those in place in other parts of the city, include both sides of the roads involved.

I find your scheme unnecessary as this does nothing to alleviate the Hurst Park Estate from car and van drivers cutting through from Arbury Road to Milton Road to avoid the traffic lights at the Arbury/Milton Road junction (rat-running as you call it in your answers to the questions raised by ARERA). The cause of this is, of course, the remodelling of Milton Road (and before that the remodelling of Histon Road). Until these road-works are finished the "rat-run" will continue and drivers will consider it better to brave the sleeping soldiers which are most probably planned to be put in place, rather than wait in line at the lights.

The Cambridgeshire County Council is imposing a residents' parking zone on the community which is centred in and around Arbury Road, Leys Road and adjoining streets, through the services of the Greater Cambridgeshire Partnership, using as a reason "Parking for Residents is the main focus". I regret immensely, along with many other persons living in this area that, elected county councillors who have the majority vote concerning transport in the City of Cambridge have, in their complete arrogance (or is it the arrogance of the GCP?) arbitrarily decided that the north side of Arbury Road should not be included in this parking scheme. As such, the north side of Arbury Road was excluded from the preliminary consultations way back towards the end of 2022. It should be noted that no results have been published as yet. Where are these results please?

This implementation of this scheme has been completely against the Cambridgeshire County and Cambridge City Councils' procedures for setting up residential parking zones which state that they are obliged to consult **ALL** persons who could be affected/have a vested interest in your schemes. It is quite obvious that none of you understand, or, if you do, you prefer to ignore the fact that during the day there is no problem to park in Leys Road in particular or on Arbury Road. Your Traffic Order will have quite the opposite effect to that stated in your reasoning that it "is intended to prioritise on-street parking for residents and, in particular, those with little or no off-road parking available".

(1) In your reply to ARERA questions, I quote, N° 11 "There are two properties on the north side of Arbury Road that do not have driveways". Your reply: "They need to find alternative spaces in other roads" is contrary to your reasoning.

(2) Your scheme will force Arbury Road residents on the south side who have no room to put their cars on their own property, to move their cars mainly, of course, into Leys Road, and these will permanently fill up the spaces in this road so that residents there will be unable to park when they return home in the evenings.... It will also detrimentally affect Maio Road, Marfield Court, Twickenham Court..... who will also see an influx of cars, and especially the community of senior citizens of Havenfield, the latter which already has difficulties to accommodate the doctors/nurses/carers who continually come and go during the day to carry out duties specified by doctors. How can you blatantly say that your scheme is "focussing on residents parking"?

I also **object** on the grounds that this scheme will kill the shops in Arbury Road. Your "Statement of Reasons" that this order is for "Preserving or Improving the Amenities of the area through which the road runs" is a non-starter. Due to your insistence that there will be no parking for the shops/businesses on Arbury Road – double yellow lines - your scheme will eventually kill them and probably also those on Milton Road as those

persons who need their car for shopping (residents of Havenfield in particular) will be unable to stop as no parking will be allowed. I fail to see that your scheme will "Preserve our Amenities".

I have already voiced my opinion, in my request that you pause the issue of the TRO, regarding your negligence in your duties towards "specifically protected categories" in other words elderly and disabled although for some who are happily not disabled enough to warrant having a blue badge, this scheme will dramatically affect their lives.

I therefore also **object** to the way in which you proceeded to get this scheme passed at all costs by ignoring the residents on the north side of Arbury road who will be the "parking losers" in a big way (see above para.). Your scheme is divisive. Clearly you only have concerns for your pay-scheme zone and don't care about those of us on the north side who will lose on-street parking – a case of "I'm alright jack" and to hell with the rest of us!!

Last but not least, I read that you are considering putting in a pedestrian crossing at the level of N° 15 Arbury Road. Should this not be at the level of Leys Road to facilitate the safe passage of elderly people crossing the road to get to the shops? Yet another failure of the Cambridge County Council to put into effect their Equality, Diversity and Inclusion Statement with regard to the residents of Havenfield.

Basically, your scheme will not have the desired effect of facilitating on-street parking for residents, **quite the reverse** but it will certainly increase the revenue of the City/County Councils which will most likely not be used to fill the deep potholes in the roads in this scheme !

I object whole heartedly. [REDACTED] lives in the retirement complex in Havenfield where there are not enough spaces for the residents let alone anyone visiting. These residents are elderly and restricted in mobility - in these plans they will not be allowed to have residents parking or visitor permits. It's discriminatory- they are unable to walk long distances to where they will have to park if they can't get in their car park (built over 30 years ago - with only 21 spaces for 68 flats)

Similarly, we won't be able to support her with shopping etc if we are unable to get there.

Vinery Road One-way Experimental Traffic Regulation Order

To: Cambridge Joint Area Committee

Meeting Date: 29 July 2024

From: Assistant Director of Project Delivery

Electoral division(s): County Council divisions within Cambridge: Romsey
City Council wards: Romsey

Executive summary: The report sets out the background to the decision to trial the reversal of the one-way on the northern section of Vinery Road following the modal filter installed in September 2022 as part of the Active Travel Tranche 2 programme of schemes. The one-way reversal was implemented as a trial with an Experimental Traffic Regulation Order and the committee is asked to consider the objections and comments made in response to this order.

Recommendation: The Committee is asked to:

Recommend that the Executive Director of Place and Sustainability, in consultation with the Local Member, approves that the Experimental Traffic Regulation Order on Vinery Road, as set out in the report, be made permanent.

Officer contact
Name: Clare Rankin
Post: Principal Active Travel Officer
Email: clare.rankin@cambridgeshire.gov.uk
Tel: 07741830143

1. Background

- 1.1 On 20 November 2020, the Government confirmed that the Cambridgeshire and Peterborough Combined Authority (CPCA) had successfully bid for funding from Tranche 2 of the Active Travel Fund. The proposals put forward focused on measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable a greener recovery from the Covid-19 pandemic.
- 1.2 In 2021, a public consultation was undertaken on the 19 walking and cycling schemes that now formed the Active Travel Tranche 2 programme.
- 1.3 In April 2022, a Member Working Group (MWG), including the Spokes of the Highways and Transport Committee, was set up to discuss the programme of schemes. The MWG agreed to progress 14 of the schemes to delivery, including a modal filter on Vinery Road.
- 1.4 In September 2022, a trial modal filter was implemented on Vinery Road to the south of the entrance to St Philip's Primary School. The modal filter introduced two removeable bollards at the road narrowing on Vinery Road, removing through traffic but allowing vehicular access to all properties. The aim of the scheme was to increase safety for those walking and cycling and reduce the noise and air pollution caused by through traffic.
- 1.5 The scheme was implemented under an Experimental Traffic Regulation Order (ETRO), which can be in place up to 18 months. Formal objections to the trial, together with the grounds on which they were made or any additional comments, could be sent in writing to the Council's Policy and Regulation team in the first six months after installation.
- 1.6 There was a large amount of feedback to the ETRO consultation. Amongst the objections received were comments about an increase in vehicles, especially delivery lorries, making U turns near the entrance to St Philip's Primary School. The existing width restriction already prevented larger vehicles from continuing through the southern part of Vinery Road, but the modal filter meant that all motor vehicles, apart from mopeds and motorbikes, now needed to turn around on Vinery Way.

2. Main Issues

- 2.1 Following engagement with St Philip's Primary School and Local Members in the first half of 2023, it was proposed that the one-way system on the northern (dog leg) section of Vinery Road be reversed. Vehicles would now be able to use this northern section to access Coldham's Lane and therefore no longer be required to turn around on Vinery Way. A plan showing works undertaken for both schemes is attached at Appendix 1.
- 2.2 A new ETRO enabling the temporary reversal of the one-way was duly implemented in July 2023. Additional 'H' markings were also installed on the carriageway next to a number of driveways in the one-way section, and no through route signs were erected on the Coldham Lane approaches to Vinery Way.
- 2.3 Local residents were contacted by letter prior to implementation with information about the trial scheme and the process by which objections or comments could be made in the first six months of the trial.
- 2.4 In December 2023, a report on the Active Travel Tranche 2 programme of schemes was presented to the Highways and Transport Committee, and approval was sought to make

several schemes permanent, through the Traffic Regulation Order (TRO) process, including the Vinery Road modal filter. The Committee resolved to make permanent the Vinery Road modal filter. There is currently a TRO application in the system to install double yellow lines adjacent to the modal filter.

- 2.4 The six-month ETRO consultation period for the one-way reversal ran until the end of January 2024. Objections and other feedback to the scheme with officer responses are set out in Appendix 2.
- 2.5 A number of objections were made before or just after the installation of the trial and relate to concerns about exiting properties with the reversal changing the way people park on street, continuation of vehicles turning around on Vinery Way and people not adhering to the new signage and change of direction on the northern section of Vinery Road. People were also concerned about the safety of exiting onto Coldham's Lane from Vinery Road and the increase of traffic on the narrower section of Vinery Road and subsequent deterioration of the carriageway.
- 2.6 Some additional signage was installed on Coldham's Lane at the approaches to Vinery Road and additional H markings were also installed to ease access to properties. Changes to traffic management can take some time to bed in and the contravention of the one-way no longer seems to be an issue, helped by Google Maps no longer sending vehicles the wrong way down Vinery Road.
- 2.7 The decision to make permanent the reversal of the one-way on Vinery Road will be made as an officer delegated decision, informed by the views of this Committee and Local Members.

3. Significant Implications

3.1 Finance Implications

There are no financial implications

3.2 Legal Implications

The ETRO allows for the flexibility to trial changes and to monitor their impact prior to any permanent changes. ETROs last for up to a maximum of 18 months and anyone can object or make comments to making the experimental measure permanent during the first 6 months of the trial. As set out in the report, residents were invited to send in their views on the scheme by letter.

3.3 Risk Implications

There are no risk implications

3.4 Equality and Diversity Implications

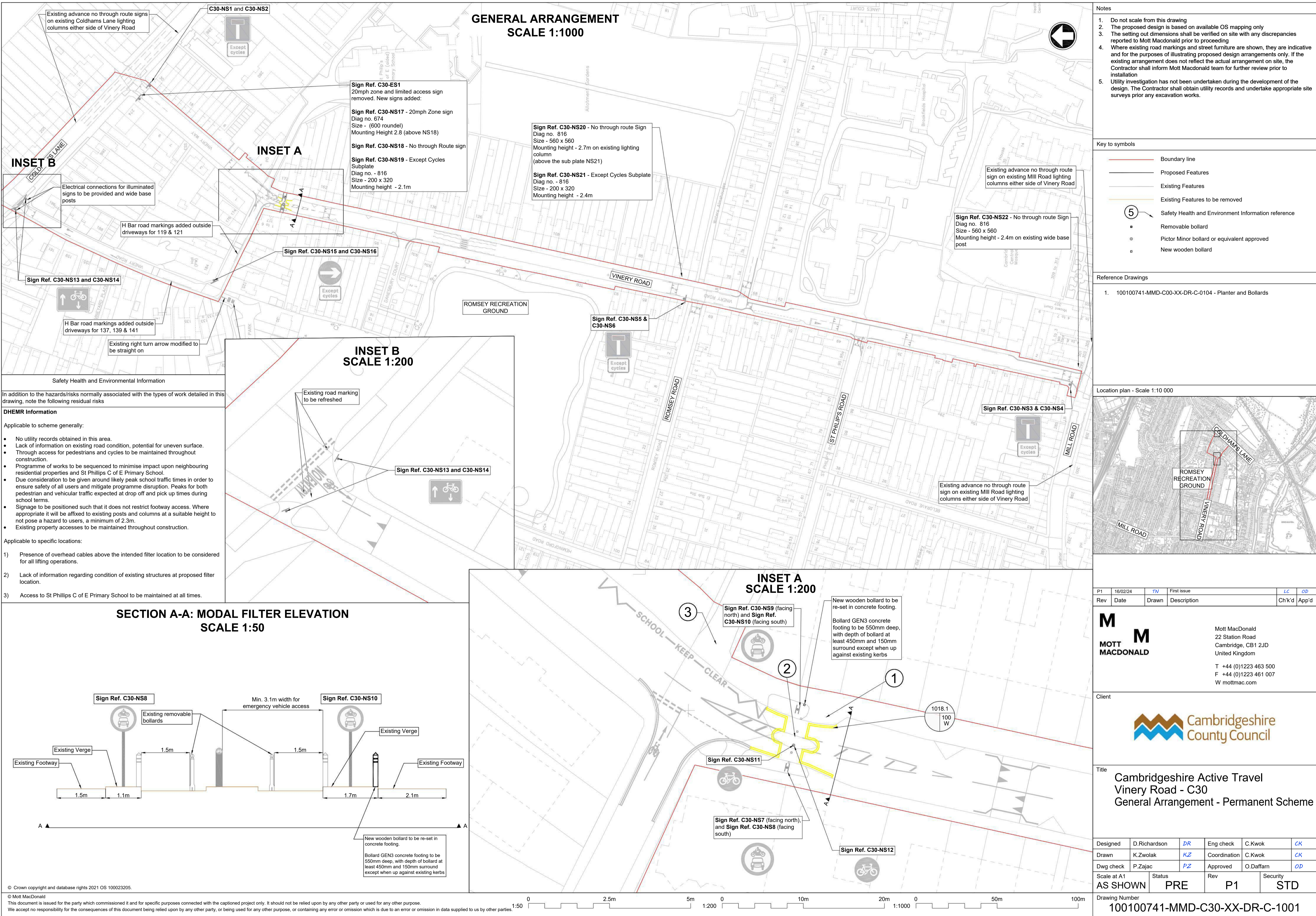
The reduction in turning movements at the school entrance should reduce risk for those walking and cycling in the area including children and those with disabilities.

3.5 Climate Change and Environment Implications

The reversal of the one-way system on the northern section of Vinery Road complements the modal filter recently made permanent by reducing the turning movements of vehicles and so making walking and cycling safer in the area and so encouraging these modes.

4. Source Documents

- 4.1 December 2023 Highway & Transport Committee report [Active Travel 2 Draft v3.docx \(sharepoint.com\)](#)



Appendix 2 – Written Representations Received

Objections	CCC Officer response
<p>Not supportive of trial due to concerns that it will increase traffic along a narrow residential street including delivery vehicles. The solution is to remove the modal filter.</p>	<p>The reversal of the one-way on the northern section of Vinery Road allows cars/vans to access Coldham's Lane without the need to turn around on Vinery Way and thus improves road safety near the entrance to St Philip's primary school. The majority of drivers on these two roads are local or are stopping at the businesses on Vinery Way. Most are aware of the constrained width on the northern section of Vinery Road and will make a choice as to how to return to Coldham's Lane accordingly. Before the modal filter was installed, there was a 6.6ft width restriction in place which prevented large vehicles from proceeding between one section of Vinery Road and the other (impassable for anything larger than a Luton van). Large delivery lorries were required to turn around. With the modal filter now in place, larger vehicles still need to turn around on Vinery Way but smaller ones can now proceed along the northern section of Vinery Road rather than having to turn around.</p>
<p>Priority should be given to repairing the existing road surface, particularly the potholes which are a hazard to cyclists. Additional parking restrictions are needed to maintain sight lines for vehicles that will encounter oncoming traffic from the right such as at the easterly corner of the exit from Vinery Park and at the easterly side of the exit from Vinery Road onto Coldham's Lane. Additional white lines are also needed to protect residents' driveways and associated sightlines from encroachment by parked vehicles. Existing markings should be refreshed.</p>	<p>Additional 'H' markings were put in and existing lining refreshed when the one-way reversal was implemented. Highways have been asked to prioritise repairing the large potholes on this section of Vinery Road. There have been no collisions at the exit from Vinery Park or Vinery Road onto Coldham's Lane since the scheme was implemented. The safety audit undertaken following implementation did not raise any issues.</p>

Concern that it will be more difficult to exit driveways of certain properties and so the no parking road markings need to be extended. (nos 135 & 137)	As above, additional lining was undertaken which included 'H' markings outside these properties.
The increased amount of turning vehicles at the entrance to St. Philip's Primary school is due to the modal filter. The reversal of the one-way would generate increased traffic and is unsuitable for large delivery vehicles. If it goes ahead repairs are needed on the carriageway and footways and a review of parking restrictions. Parking should be banned at the eastern side of the exit from Vinery Park and on the pavement on Coldhams Lane to the eastern side of Vinery Road where sightlines are obscured by parking.	As above, the previous width restriction was too narrow for large delivery vehicles and the safety audit did not raise concerns about the exits onto Vinery Road or Coldham's Lane.
The road is awkward to navigate for pedestrians due to parking on the pavement and this will become dangerous if the amount of traffic increases. I would advocate marked parking spaces and double yellow lines. A contra-flow cycle lane could also be marked.	We do not feel additional double yellow lines or a contra-flow cycle lane are necessary in this location given low traffic flows. The on-street parking does help to slow traffic and inconsiderate people will still park on the pavement even if there are car parking bays marked.
Making Vinery Road from one-way to two-way is ridiculous. If you remove the bollards and change Vinery Rd back to one-way the traffic will flow much better. Extra traffic on Vinery Rd is making the state of the road worse.	We have not made Vinery Road from one-way to two-way but have reversed the direction of the one-way to reduce turning movements outside the school.
The no left turn sign on Coldham's Lane is too far ahead of Vinery Rd. The no right turn and no entry signs at Vinery Rd are difficult to see. The No Through Route signs	The no-through route sign is the appropriate sign in this situation and some additional advanced no through route signs were installed on Coldham's Lane as well as

<p>imply it is a dead end for motor vehicles but it is the only way to access the one-way section of Vinery Rd. Those without white lines in front of driveways are more likely to have people parking inconsiderately. A larger proportion of vehicles are travelling the wrong way and there is a higher volume of traffic on Vinery Rd which is narrower and has more residents than Vinery Way.</p>	<p>advanced warning 'no right' and 'no left' turn signs.</p>
<p>Lack of advanced warning of change and inadequate signage on approach from Coldhams Lane. Has caused more congestion and danger to pedestrians outside the Post Office.</p>	<p>As above, additional signage was installed. The reversal of the one-way has reduced the need for smaller vehicles to turn around at this location.</p>
<p>Motorists are still turning outside the shop as they are unaware of any change and the no entry signs are obscured by the tree canopy.</p>	<p>Schemes such as this take a while to bed in and for people to get used to the changes. The no entry signs were lowered to improve visibility and the tree canopy will be cut back regularly.</p>
<p>Vinery Way should be one-way not two-way in order to stop cars doing a three point turn in front of the school.</p>	<p>This enables larger vehicles to exit onto Coldham's Lane rather than use the narrower section of Vinery Rd</p>
<p>The modal filter is unnecessary and has created additional hazards with a continuing increase in vehicles turning in the vicinity of the school entrance and travelling against the direction of the revised one-way system on Vinery Road.</p>	<p>The reversal of the one-way system has been implemented to reduce the number of cars turning around at the school entrance</p>

Comments in Support	CCC Officer response
I am very happy that Vinery Road is closed to through traffic and with the reversal of the one-way system.	Noted
Other Comments	
Whilst I have no objection to the trial it will negatively affect how I enter and exit my driveway if a vehicle is parked to the left of my driveway which is not currently not possible. May I request double yellow lines on the section to the left of my driveway to deter parking.	As above some additional 'H' markings were put in at the time of the implementation of the one-way reversal. Additional double yellow lines are not proposed at the current time but the situation will continue to be monitored.
If the one-way system is to be reversed there is a need for more white or yellow lines to prevent poor parking. The speed bump should be improved in order to be more effective.	As above. Raising of the speed bump is beyond the scope of this scheme.
The speed bump needs to be higher to slow vehicles more effectively. Place white or yellow lines across our driveways to prevent them being blocked. Fill all the potholes.	As above.

Consider Objections to Proposed Waiting Restrictions in Headly Street, Eagle Street and Hazell Street, Cambridge

To: Cambridge Joint Area Committee

Meeting Date: 29 July 2024

From: Executive Director of Place and Sustainability

Electoral division(s): County Council divisions within Cambridge: Petersfield
City Council wards: Petersfield

Executive summary: These roads form the Ironworks residential development, which was built on the site of the former Mill Road Council depot. The proposal would prohibit parking on most lengths of the three roads, with the exception of a small number of on-street parking spaces. The purpose of this report is to inform Members of the feedback received to the publication of these proposals and consider whether the parking restrictions should proceed.

Recommendation: The Committee is asked to:

Recommend that the Executive Director of Place and Sustainability, in consultation with the Local Member, approves the implementation of the Traffic Regulation Order on Headly Street, Eagle Street and Hazell Street, as set out in the report.

Officer contact:

Name: Gary Baldwin
Post: Policy & Regulation Engineer
Email: gary.baldwin@cambridgeshire.gov.uk

Officer contact:

Name: Ross Jones
Post: Cambridge City Council
Email: ross.jones@cambridge.gov.uk

1. Background

- 1.1 The Ironworks residential development was built on the site of the former Mill Road Council depot. The development was intended to be a low traffic / minimal parking neighbourhood. The width, layout and shared surface arrangement of the roads are not conducive to high levels of on-street parking. An underground off-street car park was built as part of the development, but residents are required to apply for and pay for a space.
- 1.2 Due to the planning vision and layout of the streets, it is necessary to prohibit on-street parking on most lengths of Headly Street, Eagle Street and Hazell Street. This is intended to create a street scene that is less dominated by motorised cars and more suited to cycling and walking.
- 1.3 At present, parked vehicles are causing health and safety concerns, and are blocking designated crossing points. Persons using mobility aids and push chairs are impacted by vehicles parking along pavements and are having to use the road. Vehicles are blocking access to garages and emergency vehicle access concerns have been raised. It is suspected that train station parking is contributing to the current parking issues. The proposed parking restrictions would prohibit parking on most lengths of road and would address most of these issues.
- 1.4 It should be noted that the Ironworks development is at present private. There is no Section 38 Agreement in place and, at present, no formal notification has been served. However, the highway authority is prepared to adopt the streets and is exploring ways of achieving this with the developer, but there is no absolute guarantee that the development will become adopted public highway and it may remain private. It is legally possible for the Council to enforce parking restrictions that are supported by a Traffic Regulation Order (TRO) on an unadopted road.

2. Main Issues

- 2.1 Before introducing new on-street parking restrictions there is a statutory requirement for the Council to publish a notice of intention to inform interested parties of the proposed TRO. This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21-day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2 The original proposal was for parking to be prohibited on all lengths of all three roads. The required notice was published in the Cambridge News on 7 January 2024, and the statutory consultation period ran until 29 January 2024. Additional information was available on the Council's website, in Cambridge Central library and notices were posted on-street. That prompted the receipt of 72 written representations, including 14 objections (12 wholly objecting and 2 partly objecting); 54 offering support (44 wholly supporting and 10 partly supporting); and 4 neutral responses.
- 2.3 It was subsequently decided that the original plan should be amended to provide the following:
 - (i) Eagle Street – three parking spaces (30 minutes maximum stay) and a car club space. These are intended to provide short-stay visitor parking and encourage car sharing.

(ii) Hazell Street – one parking space (3 hours maximum stay) and a disabled persons parking bay. These are primarily to provide parking outside the community centre.

- 2.4 The revised proposals were published in the Cambridge News on 1 May 2024, and the statutory consultation period ran until 23 May 2024. That prompted the receipt of 24 written representations, including 4 objections (2 wholly objecting and 2 partly objecting); 17 offering support (13 wholly supporting and 4 partly supporting); and 3 neutral responses.
- 2.5 Hence, in total over the two rounds of consultation, 96 representations have been received, including 18 objections, 71 offering support and 7 neutral responses. It should be noted that there is some repetition of responses, with a number of people offering feedback on both the original and revised proposals.
- 2.6 The reduction in the number of representations, including objections, indicates that the revised proposals overcame some of the opposition, but it is difficult to categorically state that. The lower number of responses to the revised proposal received may suggest a degree of “consultation fatigue”.
- 2.7 The written representations received are attached at Appendix 4. The main issues raised have been summarised in the table in Appendix 3, with the officer responses also given in the table.
- 2.8 In summary, due to the layout of the street in the Ironworks development and overall planning objectives of the site, it is essential that on-street parking controls are implemented. Otherwise, it is likely that the streets would be cluttered with parked vehicles, which would make walking / cycling difficult and result in vehicular access to the whole development being compromised.

3. Significant Implications

3.1 Finance Implications

The works would be funded by the developer.

3.2.1 Legal Implications

The statutory processes relating to the requirement to publish and consult on such proposals have been followed.

3.3 Risk Implications

There are risks, as with the majority of parking schemes, that parking displacement could occur to outside the Ironworks development following implementation. However, most of the streets in the surrounding area have residential parking schemes already in place or are planned, so parking opportunities in nearby streets are limited. Due to the original low traffic vision for the development and planning consent, if the parking restrictions are not introduced, there is a risk that both Councils could be challenged on the fact that the original plans for the site have not been fulfilled.

3.4 Equality and Diversity Implications

The protected characteristics likely to be affected by this proposal are Age, Disability, Pregnancy/Maternity and Sex.

Age: Less mobile people without access to off-street parking, may have to park further away from their home, meaning that they would have to walk further to/from their car. However, the double yellow lines should ensure that the streets remain clear of parked cars, so may provide an opportunity to stop outside their home for short-stay purposes, such as for loading/unloading and picking up/setting down passengers. There is off-street parking available in the private underground car park.

Disability: Due to the loss of on-street parking, disabled people living on these streets may find parking more difficult. However, blue badge holders are permitted to park on double yellow lines for up to 3 hours, so the yellow lines may effectively provide them with short-stay parking that might otherwise have been taken up by others. In addition, there is a disabled person parking bay proposed for Hazell Street.

Pregnancy/Maternity: Those who are either pregnant or have babies/young children and have no access to off-street parking, may have to park further away from their home. This could create difficulties walking to/from their car in the later stages of pregnancy or when carrying babies. However, the double yellow lines may provide more opportunities to stop outside their home for short-stay purposes, such as loading/unloading and picking up/setting down passengers.

Sex: The proposed restrictions could mean that drivers have to find parking further away from their homes and women may feel vulnerable walking home, particularly during the hours of darkness.

It should be noted that in all the above cases, there should never have been an expectation that residents, tenants and visitors would be able to park on-street, due to the original planning objectives for the site.

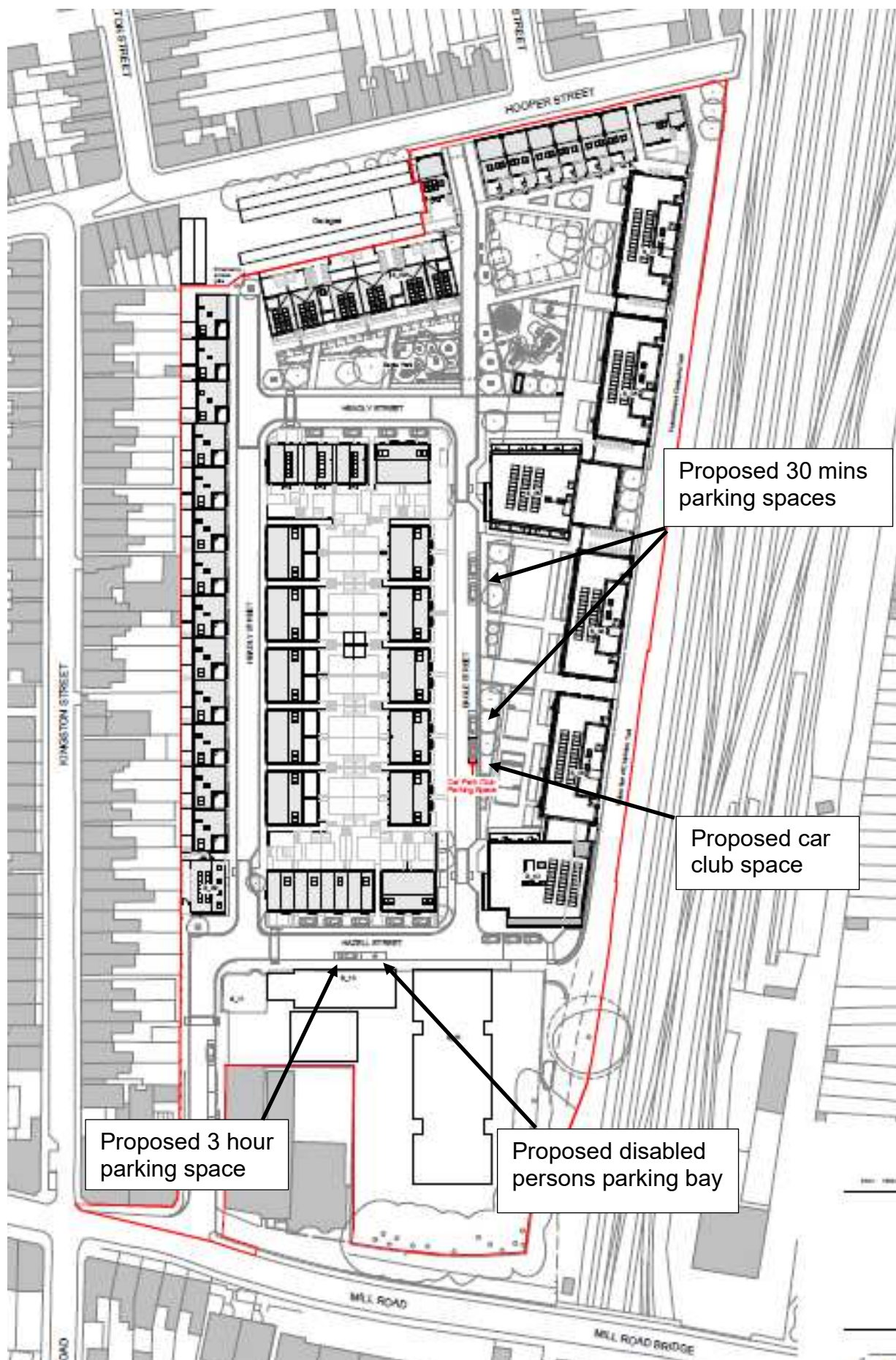
3.5 Climate Change and Environment Implications

The lack of on-street parking is a barrier to multiple car ownership and may encourage the use of more sustainable modes of transport. This has the potential to reduce congestion and improve air quality.

4. Source Documents

None

Appendix 1 - Scheme Drawing



Appendix 2 - Public Notice

Public Notice

The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2022 (Amendment No.46) Order 202-

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984 and Traffic Management Act 2004.

The effect of this Order will be to introduce No Waiting at any time (double yellow lines) on all lengths of Headly Street, Eagle Street and Hazell Street, Cambridge, with the exception of the following parking places. Three visitor parking spaces (30 min max. stay) and a car club space in Eagle Street; and one visitor space (3 hour max. stay) and a disabled persons parking space in Hazell Street. These waiting restrictions have been requested by the developer of the former Mill Street Council depot to address concerns about parking on these streets.

Please note that this notice amends and supersedes the notice of proposals published on 7th January 2024.

Further details of the above proposals, including a map showing the roads subject to this proposal, may be examined via our online traffic consultation portal here - <https://consultation.appyway.com/cambridge> and select the Order "CoC CEA WRSP Am 46 Headly St Eagle St and Hazell St".

All feedback, including objections stating the grounds on which they are made, must be sent in writing by 23rd May 2024. Please submit feedback using the consultation portal link above or write to the undersigned. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports. For help, please e-mail policyandregulation@cambridgeshire.gov.uk.

Frank Jordan, Executive Director, Place and Sustainability, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

1st May 2024

Appendix 3 - Summary of Objections Received, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
	OBJECTIONS	
1	The parking restrictions are unnecessary as the roads are residential, do not carry through traffic, so parking should be allowed.	The estate was not designed to cater for significant levels of on-street parking. It is important that all roads, including residential streets, are accessible to essential users, such as emergency vehicles and for deliveries.
2	Prohibiting residents from parking on-street is unfair as there are very few other parking opportunities in the area.	It is acknowledged that this will mean that on-street will not be available for residents. However, the development was always planned to be a low traffic/ minimal parking city centre type neighbourhood, where the use of more sustainable modes of travel are encouraged. Car sharing is a very good transport option in a city, particularly for those who only need occasional use of a car, hence the provision of a car club bay.
3	The roads need a residential parking scheme to prioritise parking for residents.	There are too few on-street spaces available for this to be a viable option. Having purchased a permit, residents would expect to be able to use it to park on-street, but those spaces simply would not exist.
4	The restrictions would make it difficult for visitors and particularly those who need to use a car, such as elderly or disabled. The small number of short-stay spaces proposed is inadequate.	Some visitor spaces are proposed, albeit they are modest in number. Blue badge holders would be able to take advantage of the usual parking concessions available to them. The preferred methods of travel into Cambridge are train, bus and park & ride, rather than driving a private car into the city.
5	There are issues with the availability and management of spaces in the underground car park. Some residents cannot afford the cost in any event, bearing in mind that some of them are on low incomes, living in social housing.	There are allocated parking spaces for private owners and Council tenants. Private owners were offered a right to park in the basement at the point of purchase. Council tenants can rent spaces which matches the policy adopted on new build schemes that have parking facilities. Spaces are still available for rent.
6	Parking will be displaced to the surrounding area, thereby creating problems in other streets.	Most surrounding roads already have parking controls in place or residential parking schemes are planned. These limit opportunities for parking in those roads, particularly considering that parking is already heavy in adjacent streets, so little spare capacity exists at most times.

7	The removal of on-street parking will increase speeds which has road safety implications.	It is accepted that long straight roads, with little or no parked cars tend to encourage higher speeds. However, the roads are relatively short and with properties placed close to the street, most drivers tend to naturally moderate their speed.
7	Other issues were raised, such as the economic impact on nearby businesses, the creation of bland car-free sterile streets, use of the community centre and social isolation.	These factors are acknowledged, but the removal of excess traffic and parking may encourage a more active and vibrant street scene. Providing people with safe and usable streets and maintaining suitable access for emergency vehicles is of significant importance.
	SUPPORT	
1	The restrictions should go ahead because parked cars are a hazard to pedestrians and cyclists and obstruct emergency service vehicles, deliveries and access to garages.	Noted.
2	In favour, but some question how it will affect short duration stops, for example for loading/unloading, dropping off passengers, blue badge holders, etc.	Drivers are allowed to stop on double yellow lines for short duration purposes, such as for loading/unloading and setting down/picking up passengers. Hence, there should be no issues for delivery drivers and, in fact, if the roads are clear of parked cars, it will mean that they can park closer to their delivery address. Blue badge holders may park on double yellow lines for up to 3 hours.
3	There should be no requirement for the current process and the restrictions should be implemented immediately as the plans were included in the original planning application.	There are two separate legal processes covering planning applications and traffic regulation orders. When enforceable traffic restrictions, such as double yellow lines, are agreed as part of the planning process, there is still a requirement to publish those proposals and consider any written objections received.
4	Request for short stay parking provision, such as for community centre visitors.	This is being provided under the revised scheme.

HEADLY STREET, EAGLE STREET AND HAZELL STREET, CAMBRIDGE - WRITTEN RESPONSES RECEIVED

Response	No.	What it means
Wholly Object	14 (15%)	<i>(I wholly object to this proposal)</i>
Partly Object	4 (4%)	<i>(I object to part of the proposal, but support or am neutral to other elements of it)</i>
Neutral	7 (7%)	<i>(I neither support or object, but would like the Council to consider another related matter)</i>
Partly Support	14 (15%)	<i>(I support this proposal, but would like the Council to consider additional or alternative measures)</i>
Wholly Support	57 (59%)	<i>(I wholly support this proposal)</i>
TOTAL	96	

Responder Type	Order Support	Feedback Text
Resident	Wholly Object	<p>As a resident of Hazell Street, I have read the statement of reasons for the enforcement of the order The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2022 (Amendment No.46) Order 202.</p> <p>I believe this order to be unnecessary for Hazell Street, Eagle street and Headly street, as the roads do not lead to anywhere else and the parked cars are not obstructing traffic or people. I believe preventing residents from parking here is making it impossible for people like myself from owning a car, as I live in a council flat on Hazell Street and I simply cannot afford the £20 a week for the underground parking for both mine and my partners cars. Enforcing parking restrictions down this road will greatly disrupt the lives of those of us who actually live down the road, forcing us out of our homes, which I simply cannot afford to lose.</p> <p>I would suggest residents permits for those of us who live here and still need street parking, and visitors permits for those who wish to visit us.</p> <p>I hope you will appreciate what I have to say and take this into consideration when making this decision, as a small decision for you will have such a huge effect on our lives.</p>
Resident	Wholly Object	<p>As someone who lives in the council flats on Hazell Street, I cannot afford the £20 a week for the underground parking and I imagine I am not the only one. Me and my partner rely on this parking as there is no where else available. I suggest permits for residents? It's unfair to force us to pay for parking as we cannot afford to live anywhere else and this would force us to give up our flat due to no where to park our cars!</p>
Visitor	Wholly Object	<p>I regularly visit my daughter, but with an autistic son, I cannot be parking miles away as he has no sense of danger around roads. She was also told when she moved in that parking would be available. She spent alot of money passing her test and buying a car, if she cannot park it safely, she will have to sell it then won't be able to get to work.</p>
Resident	Wholly Object	<p>As a resident of this road, without on street parking, I have nowhere to park my car (neither do any of my visitors). I live in a council rental property and have no money to afford the underground parking. I wholly object to the double yellow lines</p>
Visitor	Wholly Object	<p>I total disagree with this proposal. Make more parking not less!</p>
Resident	Wholly Object	<p>I don't agree</p>
Other	Wholly Object	<p>There is no problem with parking here</p>
Resident	Wholly Object	<p>where are residents meant to park?</p>
Resident	Wholly Object	<p>Large group of leaseholders weren't allowed to purchase an underground parking space. Hill was not very straightforward about it, they promised to come back on this later, but when I inquired they said all the parking spaces were gone. There's a lot of space especially between the eagle and headly buildings that could allow residents park their cars without obstructing the traffic.</p>
Resident	Wholly Object	<p>Loss of Convenience and Accessibility: The lack of readily available on-street parking is already a significant inconvenience for residents in our area. Removing these spaces altogether would create a logistical nightmare. Imagine having to park several blocks away after a long day at work, then carrying heavy groceries or other essential items all that distance. This isn't just a minor annoyance; it becomes a barrier to daily living and significantly affects our quality of life. Furthermore, double yellow lines would create an obstacle for anyone visiting our apartments. Guests, delivery workers, and even moving companies would struggle to find parking. This could discourage visitors, impacting social connections, and make essential tasks like furniture deliveries or home repairs nearly impossible to schedule without incurring additional costs or delays.</p> <p>Economic Impact: Limited parking options in our area already pose a challenge for local establishments. Double yellow lines would be a devastating blow, turning away potential customers who rely on quick errands and easily accessible parking. Small cafes, local shops, and service businesses thrive on foot traffic, and restricting parking would severely undermine their success. This has long-term implications, potentially leading to job losses and economic harm to our community. Additionally, the ripple effect extends far beyond retail businesses. Delivery services and tradespeople who service our area would struggle to find parking, causing delays and disruptions for residents. This creates additional inefficiencies in their work, potentially leading to increased costs for residents and ultimately harming the flow of essential services throughout the neighborhood.</p> <p>Safety and Traffic Flow Concerns: While well-intentioned, the goal of improving traffic flow by removing on-street parking could backfire spectacularly. Wider lanes often encourage drivers to increase their speed, posing a significant safety risk in a residential area. Pedestrians, cyclists, and children playing in the neighborhood could be at greater risk of accidents, especially considering factors like narrow sidewalks, blind corners, or proximity to schools and parks. We cannot sacrifice safety for the illusion of smoother traffic flow. Displaced vehicles wouldn't simply disappear. The parking problem would likely shift to surrounding streets, potentially causing congestion and parking issues throughout adjacent neighborhoods. This domino effect could spread frustration and inconvenience far beyond the immediate vicinity of the double yellow lines, creating a wide-reaching problem with no real solution.</p> <p>Environmental Concerns: The removal of on-street parking encourages reliance on private vehicles for even short errands. This translates to increased traffic congestion, leading to higher emissions and a larger carbon footprint. This contradicts our community's growing efforts towards sustainability and environmental responsibility.</p> <p>Aesthetic Impact: The presence of parked cars, while seemingly mundane, contributes to the character and vibrancy of our street. Double yellow lines would create a sterile, empty feel, transforming a previously lively streetscape into a monotonous stretch of asphalt. This visual change would negatively impact the overall aesthetic appeal of our neighborhood.</p>
Visitor	Wholly Object	<p>This is the area immediately around Mill Road community centre, where I regularly volunteer. The centre is a lifeline for many vulnerable families who would otherwise be isolated. At present, there is not even a disabled space outside the community centre. I do not myself drive, and am generally in favour of pedestrianisation, but in this specific case, I am certain that the proposal will undoubtedly be damaging to the community if it is allowed to go through.</p>
Business	Wholly Object	<p>No parking around this area makes use of the Community Centre very difficult, especially as there is no formal activity provider provision or disabled space allocation for the Centre. So allocated space at the very least for these 2 provisions would be extremely welcome & most helpful. Thank you</p>
Resident	Wholly Object	<p>50% of the development is social housing therefore the cost of the car park does not reflect that which is reasonably affordable to tenants. Other council parking is considerably cheaper and affordable with the availability to have a guest pass and overnight stay, for example the one off Ainsworth street, 2 roads from the iron works also in the city centre. The argument proposed for the iron works is its supposed to be a car free zone so why then is there any visitor spaces being implemented for a measly half hour? 3 spaces for the whole complex seems a little under calculated for the amount of houses and people living here. Where are overnight guests supposed to park given the extortionate priced car park ticket is only for the one vehicle? The parking is socially isolating all of us with no parking space and further more those that are on a low income that will not be able to afford the car park.</p> <p>As far as I'm aware blue badge holders can park on double yellow lines so why even make a disabled space when that could be needed for the much needed visitor/resident that cant afford the car park? Even with a car park space, how is one supposed to get a child's buggy or mobility scooter up the stairs? Or realistically a toddler and some shopping? Baby and pram? Using the ramp to go down into the car park is dangerous should on coming vehicles be exiting.</p> <p>Double yellow lining the remaining spaces on these streets will inevitably push more traffic and tight free parking spaces around the area to above maximum capacity which also poses the same problem as exiting the car park, how do you carry a baby/toddler together with any goods streets away from your home? As a single mother these are real concerns that I propose you carry out yourself as an experiment to see what we are being asked to face. Go park over the bridge, if you can find a space, 6 streets down, carrying a baby and your weekly shop on a rainy day. Only allow yourself to have visitors for half a hour. Have no partner/friends for overnight stays and see how your wellbeing is effected.</p> <p>This proposal is social isolating. Stretching a city centres free car park spaces to beyond breaking point. The cost of running and keeping my car on the road is cheaper per year than the cost of 1 year in the car park; which could be avoided if the council were to implement equality to its tenants and only charge what other social housing tenants are for the car park.</p>
Resident	Wholly Object	<p>Where are the residents supposed to park?</p>
Resident	Partly Object	<p>I live on the Ironworks development in Cambridge and currently have issues with parking. It is causing me great stress that there is nowhere to park. I would never have bought here if I knew this was the case.</p> <p>When I bought my flat I was told there were plenty of parking spaces in the underground car park to buy. I just couldn't buy one at the time of buying my flat as I had to wait until all the 2 bed flats had bought first (I have a 1 bed) but I was told I'd be able to get one. I waited over a year. When all the 2 beds had sold they contacted me to say they could release me a space. I was planning to add it to my mortgage but they said they couldn't wait for that to go through and they wanted cash (which was annoying when I'd waited a year!). I got a loan only for them to turn around and say they were going to take the parking space back. They now want to wait for all the commercial units to be sold before giving it to me. This was never the case before. It was very frustrating. I was told I am first on the list for a space when released. I've emailed a number of times and they have said they still haven't sold them all. I emailed again a month ago to chase up and they have now stopped replying. I'm really upset and annoyed about this as it feels I was just lied to and I now don't know whether I will get a space. I have heard from neighbours that the car park is very empty. Furthermore, there are 10 guest spaces that anyone can book for 4 hours on an app. Surely resident parking should be prioritised before random people visiting the area. Hill have let down the residents that bought with having somewhere to park.</p> <p>Consequently, there needs to be somewhere for residents like me to park. I understand a lot of people are currently parking inappropriately on pavements and blocking paths which is not acceptable. We need some street parking. Most of the surrounding streets have parking, why can't ours have the same? Would it be at all possible to consider this?</p>

Business	Partly Object	<p>I am writing to express my concerns on the proposed parking restrictions around our community centre on Hazel Street.</p> <p>I run a play group on a Thursday morning at the centre and one of our volunteers is disabled. She currently uses her car to get to us and parks outside. I can see that there isn't a disabled space in the proposal outside the centre which is a big concern. We would loose this volunteer as she cannot cannot walk long distances. This is one of the only times every week that this woman socialises with others and gets out of the house. It seems a huge shame to discriminate her by allowing no disabled space.</p> <p>Some parents/carers come to us by car and can park in the few available bays outside the centre for free or in a pay & display space around the side of the building. The proposal doesn't allow either of these options. As it is all double yellow lines. This is going to effect the families that visit us weekly. As the only bus that comes close to the centre is the no.2 and it isnt well connected to the city and is extremely unreliable.</p> <p>The nearest pay & display car park is Gwydir street. And half of the bays have now been changed into electric car charging bays which is restricting. And you can't always get a space in there.</p> <p>I would urge you to reconsider the parking restrictions around our community centre. Ensuring that we are not excluding people who are disabled or don't have access to public transport that brings them to Mill Road. Our community centre is finally starting to thrive after lots of hardwork from volunteers such as myself and not offering ANY parking free or pay & display around it is a huge concern to all as our aim is to include not exclude.</p>
Resident	Partly Object	<p>Many leaseholders weren't able to purchase parking spaces with the apartments and were lied to by hill (some mysterious waitlist that never materialised). Therefore more onstreet parking places should be made available where it's safe to park. There's a lot of wide and straight stretches of road which should be made available and not just small parts of it as proposed. Also the limit of 30min is ridiculous.</p>
Resident	Partly Object	<p>Providing free parking spaces is not adequate parking for residents of the area it's simply gives members of the public free parking for the city and does not provide residence guaranteed space to park their cars or outside their own homes.</p>
Resident	Neutral	<p>I'm writing with a query about the implementation timetable for the above order, relating to Headly Street, Eagle Street and Hazell Street on the Ironworks development in Cambridge.</p> <p>Once the consultation phase is over, how long will it be before the order is adopted (assuming it's approved)? How much notice will the local residents parking on these streets where their homes are located be given? Will there be door-to-door notification?</p> <p>I'm asking these questions as I'm Secretary of the Ironworks Residents Group, and we've raised the parking issues locally on many occasions. We do have concerns that the parking provided in the underground car park is an expensive alternative for local residents in flats who do not have garages or off-street parking available. We have approached the city council separately about this affordability issue.</p> <p>Any information you can provide will help the management and impact of this removal of temporary car parking. It would be very helpful to have a draft timetable in time to report it to our next general Residents Meeting on Monday 4th March.</p>
Resident	Neutral	<p>I do not own a car, but I think there should be over night visitor parking for tenants of flats on all streets, do a 24hr pass rather than 4 hours. Im an older person and benefit from family visits monthly. People with houses and driveways not included in this.</p>
Resident	Neutral	<p>I think there does need to be a level of management of these roads, the yellow lines haven't been adopted by the council and that has resulted in a real build up of cars on these roads. It can make it difficult to walk on the pavement at times. Lots of taxis use this area which feels unfair to residents. I agree something needs to be done and lines do need to be enforced. However, a complete blanket ban on any parking at all feels extreme given the level of people that live on this development, if you consider how many flats there are. The underground car parking wouldn't be big enough for everyone who wanted to park down there to do so. There must be the option to drop someone off or pick someone up e.g. 20 minutes waiting time. Just to give people a chance to be picked up etc. Could restrictions be also eased at the weekend, again to give visitors a chance to park somewhere. I think a middle ground is what we need here. Going from one extreme - no rules - to absolutely no parking feels unachievable and unfair, to those who genuinely need to have someone round, be picked up or dropped off.</p>
Resident	Neutral	<p>there are a number of residents who have a blue badge/require disability parking not situated in the underground carpark, myself being one. I know of at least 2 or 3 in my block alone. those based in eagle street have direct access down into the underground carpark, but those of us who are situated in the Hazell street block, the distance, to the other end of the site to access the underground carpark, stairs and the fact the lift always seems to be breaking down (which is currently is 3.5.24), it proves very difficult.</p> <p>by only having one disabled bay can also lead to unrest and conflict with holders, as one resident may "hog" the space, whilst the other are forced to pay for parking in the underground car park, which is unfair.</p> <p>also, with there only being one place, there is nothing stopping a non-resident effectively parking and blocking it whilst they are on mill road, thus the residents cannot use it.</p> <p>For a site this big, with this many residents, AND a community centre used by residents and non-residents, there needs to be AT LEAST 2 or 3 disabled bays!</p>
Resident	Partly Support	<p>I support the enforcement of yellow lines To prevent unregulated parking on the street. This will be welcome as many non residents park here and black pavements. However I have two questions:</p> <p>What will the council do to ensure residents have access to sufficient visitor parking? For example for tradespeople or visiting friends or family with joint children who need nearby parking? Will the streets become part of the mill rd CPZ with access to visitor permits? This provision is essential for current residents</p> <p>Second question - what will the regulations be for unloading / loading of residents on Headly street? As a parent with a young child I often need to stop outside the house to get my son out of his car seat as the garage is too narrow to allow proper access. We always then park in the garage once loaded / unloaded but do need the ability to briefly stop outside the house</p>
Resident	Partly Support	<p>Please allow me to express my full support for the proposed parking restrictions in this area. As a resident, mother of a young child and cyclist, I am concerned by the excessive unregulated parking both on the street and on the sidewalks, which poses a significant safety risk to evyone on the development. Every morning during the school run, the reduced visibility and blocked paths are making it dangerous and difficult to cycle with my child, and I see the other parents struggle as well. I am a resident of Block 2 on Eagle street, and at the residents' meeting on 29th January this year, road adoption has been at the centre of our concerns, and it has been so for the last 2 years.</p> <p>Please note that currently, there are no delivery spots marked on the development. Will the 'no waiting' limitation exclude deliveries? Or will there be dedicated areas for delivery vehicles?</p>
Business	Partly Support	<p>Please can I propose that outside the Community Centre there is provision for deliveries to be unloaded as we have regular deliveries to the centre for the general running of the centre (such as cleaning supplies)</p> <p>Please can I propose that consideration is given to having at least one disabled parking space for use by those who are visiting the community centre for activities for members of the public.</p>
Resident	Partly Support	<p>We are fully supportive of limiting the parking in this area but would like to see that some space is reserved to allow visitors of residents to be able to park nearby.</p>
Resident	Partly Support	<p>While I support the proposal, it should be recognised that at the time properties were being sold, the road designs included a limited number of disabled and visitor parking bays. These are not present today, and residents were not consulted on this design change, to my knowledge.</p> <p>Also, while home owners should have understood that the development design was, rightly in my opinion, for a limited scope for parking / owning multiple vehicles per household, can we be sure that the various tenant types in the development would have been given that understanding before they moved in? I wonder if people are able to afford a parking bay in the underground garage, or if there is enough spaces there?</p>
Resident	Partly Support	<p>It's obvious lack of parking space in Hazell and Eagle street. Indeed, there are household own more than 1 car. I suggest to assign a parking permit for the household which need 1 more parking space. Alternatively, there are carpark slots in the underground which yet fully occupy. The Hill should consider open to rent for the Ironwork residents to relief the parking situation in our area.</p>
Resident	Partly Support	<p>I think long term parking is a problem and needs to be dealt with, as the number of cars on the sidewalks often results in obstructed access to the buildings and there are also non residents taking advantage of the 'free' parking situation. However I think some short term parking should be allowed (ie by installing meters or opening up the developments car park for hourly parking) as this would benefit contractors, deliveries, and visitors. Alternatively a system where residence permits are required to park here overnight would also reduce the parking burden.</p>
StakeholderGroup	Partly Support	<p>The Mill Road Community Centre needs disabled parking bays to ensure its accessibility. This is a centre with full disabled access but lack of disabled parking is a problem. Ideally we would also have a single space for use of centre activity providers in order to ensure equipment can be moved in and out of the centre.</p>
Resident	Partly Support	<p>I live nearby and walk through the estate regularly and I volunteer at the community centre. There are already lots of cars parked across the existing double yellow lines on Eagle St, some of which are also blocking the pavement so I have to walk on the road as I cannot fit my pushchair past them. I am also concerned for access for emergency vehicles when it is so full of cars parked across double yellow lines. However, I am concerned what will happen when all the areas indicated have double yellow lines. I suspect people will still park across them based on current behaviour. I think you have to communicate very well and very carefully with the residents in this estate and users of the community centre about why they are double yellow lines as they are saying on social media that the underground parking is too limited and too expensive. I suspect they think you are trying to force them into paying for the underground carpark. I think it would help to communicate about the need for emergency vehicle access, if that is one of the reasons there will be double yellow lines. I am also not sure where people who really want to drive to the Mill Rd Community Centre would park (eg someone delivering heavy items who cannot come by public transport)? Would 1-2 parking bays, either pay and display, or resident-only alleviate some of the tension around this?</p>
Resident	Partly Support	<p>Please open the basement carpark to rent for the Ironwork freehold as well.</p>
Resident	Partly Support	<p>I support the prevention of non residents parking in the area, however providing small spaces of free parking will not guarantee residents a spot to park outside their own home. As someone who cannot afford the underground parking, I am forced to use street level parking and by providing such limited free parking to anybody, you are providing free parking for the public to use to enter the city, not for the residents who now have no where to park.</p> <p>Please take into consideration the residents of the area that need this parking, potentially residents permit holders only? Providing these free spaces does not prevent the public using this street but takes away from residents requiring street level parking.</p>
Resident	Partly Support	<p>I am supportive of this - implementation of the agreed planning consent for parking is long overdue, and there is a lot of informal pavement parking going on now which needs to be clamped down on.</p> <p>I am concerned the visitor parking spaces will end up seeing the whole row expanded in future. I believe it would be sensible to have the spaces shifted to one end of the bay, so that the sense of 'we should fill in the gap with more parking' is removed and that the street can be used by children.</p>
Resident	Partly Support	<p>I largely agree with the proposed parking areas as it will help to limit the number of cars on the road blocking exits to the pavement for bikes, accessible vehicles etc. I wonder whether there could be more parking space C rather than D, as I imagine there will be more friends / family visiting a residential block than short-term (<30 min) visitors.</p> <p>I also wonder how these time limits will be enforced if there is no parking meter (I assume, given that it is free). Could there be more parking meter space along the entrance to the complex from Mill Road? I believe there are already 2/3 there, could we extend that lot?</p> <p>Finally, is it possible to extend the area for parking spaces where there is no entrance (ie where there are plant beds or a side of an apartment block where there is no entrance)? From the map, it doesn't currently seem like there is space for more than 10 cars around the whole complex, which is fairly low given the number of residents across all the apartment blocks.</p>
Resident	Partly Support	<p>I would like residents to be able to park for a short period of time at the streets</p>
Resident	Wholly Support	<p>The current situation is unsustainable. Residents with cars know that unless they have an allocated off road parking place there is to be no other parking in Ironworks. Visitor spaces are allocated in the underground car park. Parked vehicles are a hazard to pedestrians and cyclists, obstruct emergency services and prevent legitimate deliveries access. Cars currently park on the double yellow lines, on footpaths, on flower beds, across garages and private parking. This must change before there is a death or serious injury.</p>
Resident	Wholly Support	<p>Excellent proposal</p>

Resident	Wholly Support	Support the proposal. Currently streets are being used as free parking space with cars parked on the double yellow lines blocking access to garages, on the pavement being a safety hazard for pedestrians who need to walk on the road, and at intersections being a safety hazard as there is no visibility for cars getting in and out of the street. Also cars park in front of the cycle path making difficult the access for bikes.
Resident	Wholly Support	People constantly park on double yellow lines and the pavement. I fully support enforcement of double yellow lines.
Resident	Wholly Support	I fully support this proposal, as often I saw lots of car parking on double yellow line, driving and parking on pavement, even park in the resident specific parking slot.
Resident	Wholly Support	I strongly endorse the aforementioned proposal on the basis of pedestrian and local inhabitant safety. Numerous local motorists currently perceive this development as an unregulated, unmonitored free parking area, leading to instances where vehicles are not only stationed on double yellow lines but also on pavements and pedestrian pathways. This presents a hazardous impediment to children, individuals utilising wheelchairs, and similar groups. In the previous month, an incident occurred where a motorist, attempting to park in front of a neighbouring residence, manoeuvred around the corner with excessive speed, mounted the pavement, and collided with a stationary vehicle belonging to a neighbour, which consequently impacted the rear of our stationary vehicle. Should drivers be cognisant of a pronounced traffic warden presence in the vicinity, a significant reduction in dangerous driving and parking behaviours would ensue.
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Resident	Wholly Support	This proposal is welcome as it will address issues of residents garages being blocked by parked vehicles.
Resident	Wholly Support	Yes. Yes yes. As you can see in the attached pictures pavements are blocked often. These were all taken within 2 minutes one Friday evening.
Resident	Wholly Support	I am a resident within your jurisdiction and am writing to express my grave concerns regarding the current traffic situation in our community. The absence of appropriate parking enforcement measures, particularly the lack of double yellow lines on Hazell Street, Eagle Street, and Mill Street, has led to a series of public safety issues.
		Firstly, the lack of clear parking restrictions has resulted in many drivers parking their vehicles indiscriminately along these streets. This not only obstructs the normal flow of traffic and pedestrians but also severely impacts the access for individuals with mobility issues, including wheelchair users and parents with prams. Their safety should be a primary consideration in our traffic planning.
		Secondly, vehicles parked haphazardly at corners and pedestrian access points severely impede the line of sight for traffic. This has led to multiple instances of vehicle damage due to drivers being unable to see oncoming traffic when turning. Such incidents have become the norm rather than the exception in our neighbourhood.
		Therefore, I urge your department to acknowledge this urgent need and to swiftly implement the painting of double yellow lines on the aforementioned streets, along with the corresponding traffic enforcement measures. This is not merely a matter of improving the quality of living in our environment but a fulfilment of the fundamental responsibility for the safety of residents.
		Thank you for your attention to this matter, and I look forward to your prompt response and action.
Visitor	Wholly Support	I fully support this measure. The abuse of the pavement along Headly st makes the pavement wholly unusable and puts both pedestrians and cyclists at risk. It has also lead to residents garages being blocked which is wholly unfair to those already trying to do the right thing.
Visitor	Wholly Support	I entirely support this proposal. I regularly visit this area to visit friends who live here, and find that parked vehicles are always using this space, including parking on the pavement.
		This makes the road more hazardous to navigate when cycling, and when walking in often forced out into the road. I think these proposals would really help alleviate this and are fair for a residential area.
Resident	Wholly Support	Forced to walk on road because of cars parked on pavement. Walking in road is dangerous.
Resident	Wholly Support	The current unrestricted parking in the Ironworks site is leading to hazards for pedestrians, especially those with small children and for our neighbour who is registered blind, and there have been numerous incidents of people's garages being blocked by inconsiderate parking.
Resident	Wholly Support	I wholly support the introduction of such parking restrictions.
Resident	Wholly Support	Fully support this. Current situation is dangerous as cars park even in places that make it difficult to see when another vehicle/bike is coming the other way.
Resident	Wholly Support	I fully support this proposal. It addresses current issues concerning negative impacts of indiscriminate parking on public safety, emergency access, access to garages and pollution and noise from engine idling. Currently, parking takes place in all the roads of the site, frequently on both sides of the designated roads, in front of garages, on pavements - completely blocking pedestrian thoroughfares and forcing pedestrians onto carriageways. Moreover, vehicles in the process of parking have been observed to drive on pavements endangering pedestrians, residents emerging from house entrances, and children playing. Examples are demonstrated in the attached photos taken just in the last few months.
		However, I need to point out that yellow line painting teams left many gaps because of the parked vehicles. These will need to be filled in before the order comes into force, to allow legal enforcement.
Resident	Wholly Support	I fully support the proposal
Resident	Wholly Support	Please ensure adequate policing of parking is maintained into twilight hours. Often cars are parked on yellow lines or on pavement walk ways to avoid parking on the lines.
Resident	Wholly Support	Fully supportive. The cars now block the pavement and make the street dangerous for pedestrians. Cars also speed up in Headly Street, which is another issue to solve.
Resident	Wholly Support	The problem of illegal parking has been dragged on nearly 2 years causing air/noise nuisance and safety risk, not to mention injustice to carpark owners and law abiding residents.
Resident	Wholly Support	Our development has been "finished" over 1 year yet the double yellow lines have not. Cars are parked all over the roads, pavements and even directly outside the access door to our block. It has gone on far too long now and should be sorted immediately.
Resident	Wholly Support	As an eagle street resident, I wholly support this proposal. The current high level of parked cars is a great nuisance. Many of the cars are parked on the pavement which is a hazard for pedestrians. There have also been incidences of cars blocking access doors. This too is extremely dangerous for residents.
Resident	Wholly Support	This should be implemented ASAP. I don't even understand why this being consulted on. The plans match what was in the original planning application so this should be a routine change. There is already hideously bad pavement parking going by people too lazy to use the car park that has been designed into the development.
Visitor	Wholly Support	For the safety of pedestrians and cyclists.
Resident	Wholly Support	I agree with the order, but have concerns about parking for local residents, as the parking in the underground car park is very expensive, particularly for those council tenants on a low income, in a time of significant financial pressures.
Resident	Wholly Support	Safety for pavement users as cars simply use the pavements to park Prams, wheelchairs, Emergency vehicle access Delivery vehicles block roads as nowhere to pull over To prevent loss of life or serious injury re the above
Resident	Wholly Support	for road safety and access for emergency vehicles and deliveries
Resident	Wholly Support	I support this proposal. It will increase safety and accessibility on the streets.
Resident	Wholly Support	I support the parking restrictions.
Resident	Wholly Support	The parking restrictions are needed as without these the roads have parked vehicles all along one side (including mounted onto the pavement). This blocks in vehicles for residents who have dedicated off street parking, reduces the useful footpath pace and also effectively mean that there is only enough space for 1 car on these 2 way roads. In addition the parked cars mean it is less safe for pedestrians crossing the roads. The pictures uploaded show that the parked and waiting vehicles are clearly impeding vehicles using the road, residents vehicles parked in dedicated off road parking and pedestrians.
Resident	Wholly Support	Illegal parking is getting more and more serious. Drivers just park their vehicles without thinking that they are actually obstructing the other road users. They block the entrance to the building, narrow the garage entrance and force other vehicles to drive on pavement to make way for opposite traffic. Some vehicles even park on the pavement next the to building entrance, though it doesn't block the traffic much but it is not acceptable.
Resident	Wholly Support	Very unacceptable illegal parking within Ironworks. Attached please find the photos to reflect the situation. It hinders the traffic, narrow traffic lanes, block the entrances of building and garage. These are not the lease, they even park on pavement.
Resident	Wholly Support	The situation is out of control, people leave cars anywhere they want, because of this bike shed is obstructed, rubbish bin area is blocked, street lighting is destroyed, people from nearby areas use the street as parking, this has to stop!
Resident	Wholly Support	Local neighbourhood community residents are parking their cars anywhere around our building on Eagle street. They block the exit from the bicycle storage area and the main entrance of the building itself. This is hazardous situation for us in case of fire or other emergency cases.
Resident	Wholly Support	I support this proposal.
Resident	Wholly Support	At the moment it feels unsafe to walk and cycle in and out of the street. People block the sidewalks and firetrucks cannot access the street. Por children, disabled and people with babies, this is at the moment a dangerous street. I am very disappointed with the council. How is this still like this after 3 years??
Resident	Wholly Support	Control urgently needed - potentially serious incident last week when fire engine couldn't get through Headly Street due to parking on yellow lines - forced to reverse. The car that got an advisory notice for thoughtless parking is continuing to park there each day (to commute to station!) regardless. Pavement parking is also forcing those with pushchairs to walk into the road.
Resident	Wholly Support	This needs to be implemented asap. Cars park on pavement, close to crossings. There are safety concerns for pedestrians as they cannot use the pavement and firefighter trucks cannot access the properties in the development as cars block their way.
Resident	Wholly Support	This is my second response. The proposal is as described when I bought my property. The current situation is untenable. Cars park on the double yellow lines, on the footpaths, across the emergency access to the electrical substation. On more than two occasions cars have blocked access for the fire service on emergency calls. Delivery vans drive and park on the footpaths, flower beds and totally block the road. Persons who park are residents (well aware of the intended parking arrangements), visitors to Mill Road, commuters using the rail station and others. There is plenty of parking provision in the underground car park. None of them should be there. Ironworks should be a pedestrian and cycling environment. Not one where children in push chairs have to use the carriageway. The parking restrictions have already taken too long to put in place; and must be rigorously enforced as soon as possible.
Resident	Wholly Support	This has taken way too long. We still have parking happening illegally, blocking access for ambulances and fire engines. And making it slow/dangerous for the bin lorries. I don't understand why this is taking such a long time. A second consultation in 3 months. Yet more delays. Just fix it.
Visitor	Wholly Support	I fully support these measures. The current state of parking on this road regularly forces pedestrians off of the pavement and into the path of traffic.

Resident	Wholly Support	I fully support these proposals as they are consistent with the spirit of the planning permission for the development.
Resident	Wholly Support	These parking restrictions should be introduced as soon as possible. I live on Headly Street and in the past month there have been two instances of a fire engine being unable to enter/exit Headly Street because of people parking where they shouldn't. This is shown in the attached photo of 21 March 2024, with fire engine in shot - if you zoom in, you will see the yellow warning sticker left by the fire brigade on the windscreen of the white mini parked on the double yellow lines / pavement. Further, we have repeatedly encountered vehicles blocking the entrance and exit from/to our garage.
Resident	Wholly Support	This is the 3rd time this consultation has appeared. Assume responses provided previously will be considered. See photos for additional evidence of why these parking restrictions are needed and should be enforced. Currently inconsiderate parking generates safety hazards for pedestrians (that cannot use the pavement) and fire engines are not able to reach to properties in the area fast enough due to cars parked.
StakeholderGroup	Wholly Support	Excellent, the spaces outside the community centre in particular are perfect.
Resident	Wholly Support	Unsure if the prevarication is because of a flawed submission (by CIP), but the parking restrictions definitely need to be implemented without further delay. As previously cited, one resident with a guide dog can not cross safely because the crossing places are parked on, and - on two separate occasions - a fire tender had to reverse and drive an alternative route as cars were blocking the road. As there are 7 blocks of flats on the development, fire safety should be a top priority. But we are now on our 3rd consultation for a parking scheme which had already received approval in principle before the site was developed.
Resident	Wholly Support	It is important to have designated parking areas and designated no parking areas. Car club spaces are important.
Resident	Wholly Support	More of this sort of thing - no parkin' and that. Pretty pointless though because it's not enforced.
Resident	Wholly Support	Wholly support this as parking is a problem on this site, especially near Mill Yoad.
Resident	Wholly Support	Thank you for planning to put these restrictions in place as promised by the developer timore than 3 years ago.
Resident	Wholly Support	We moved into this development in 2020. For four years we've had unadopted roads. You'd be surprised to learn CIP (half owned by the City Council) seem completely unable to build, or specify a road which is built to such a standard it can be adopted. But that would seem to be the case.
		At any rate - I whole heartedly support this enforcement. Blocked garaged, blocked ambulances and blocked fire engines (and the odd bin lorry) has been going on for way too long. It is a sewer of cars, dangerous to those of us who are regularly forced onto the pavement.
		Pictures attached are just a selection.
Resident	Wholly Support	I support this proposal! I knew what parking situation would be at Ironworks before moving in and fully accepted it, therefore I walk or cycle to work to Cowley Rd. Now the situation is complete chaos, complete disregard for residents, people from surrounding areas block walkways, entrance to the building, bike sheds, bin storage, I hope this proposal will be approved asap.
Resident	Wholly Support	Cars are currently parked everywhere, on double yellow lines not enforced, in front of in use garages not allowing cars to get out and with police not taking any action, on pavements blocking pedestrians to use them and making them having to walk on the road where cars are speeding and have no visibility as other cars are parked at junctions, making access to fire trucks difficult, etc. this needs to be enforced asap. Currently it is a safety hazard for everyone: pedestrians, cyclists and cars. In addition cars also block the access from Hooper street to Headly St. Making use by cyclists difficult. As this is the third time the consultation takes place I hope previous comments are also considered. Having this development constructed by CIP the expectation was that it would be easier to enforce a proper traffic regulation as in neighbouring streets. The level of indifference from the CIP is appalling.
Resident	Wholly Support	This is the third time I have responded to a consultation in relation to parking on the Ironworks Estate. I support these proposals because they are as proposed and agreed by Cambridge City Council, Hill, and the Cambridge Investment Partnership prior to the sale, letting and occupation of the properties on the estate. The development includes a large underground car park, the use of which was outlined to prospective purchasers and council tenants. Hill's notes about Ironworks, provided to purchasers of properties details the limited opportunity to purchase parking spaces in the underground garage. and that houses will have an allocated space. It goes on to outline the provision of visitor bays, car club space, and a disabled bay. It references the Gwydir Street Car Park with regard to additional pay and display spaces. The City Council lettings plans states, 'Applicants should be aware that there is minimal car parking available. There will be visitors' parking with time restrictions and enforced using Fixed Penalty Notices.' It was always, and should continue, to be the aim of this development to be a motor vehicle light environment with little to no street parking provision, Ironworks, without these restrictions has become lawless in relation to vehicle parking. Cars and vans park on the pavements, double yellow lines, flower beds, pedestrian way, and block garages and the access to the underground parking at the end of Hazell Street. Pedestrians (some with prams and wheelchairs) are forced to walk in the road (a particular hazard for those with visual impairment) and vehicles drive down the pavements to avoid the parked vehicles. On two occasions (at least) the fire services have been unable to get to their destination because of obstruction caused by parked vehicles. These parked vehicles are also a hazard to cyclists. In the interests of road safety, the environment, and in accordance with the intentions of the City Council prior to development, these proposals should be adopted without further delay.
Resident	Wholly Support	Parking enforcement is needed as soon as possible. I have encountered my garage being blocked repeatedly by parked cars. Also, on two occasions this year fire engines on an emergency call have had their access to Headly Street impeded by cars parked on double yellow lines. The attached photo shows once incident with a fire engine unable to get through a narrow gap left by two cars. The yellow warning note left by the fire brigade is visible on the windscreen of the Mini in the attached photo. Pavement parking is also a serious issue on the estate. My wife is registered blind with a guide dog and often has to walk in the road due to the pavement being blocked by parked cars. In the event of an accident occurring to my wife as a result of the current lack of any parking enforcement, there would be a liability issue for the council.
Resident	Wholly Support	I support the proposed parking restrictions. This action is necessary and long overdue. In the meantime, inconsiderate parking by residents, commuters and casual visitors has led to safety issues. Pedestrians are particularly negatively affected, as cars and vans completely block pavements, forcing pedestrians into road traffic. Frequently, entry to garages in Headly Street is completely prevented by parked cars. There have also been incidents of emergency vehicles not being able to pass through due to cars parked on both sides of roadways - as an example I attach a photo of a recent incident that occurred on the 21st March 2024. This is particularly serious in view of the seven multi-storey blocks of flats on the site.

Cambridge Joint Area Committee Agenda Plan

Published on 19 July 2024

The following are standard agenda items which are considered at every Committee meeting:

- Apologies for Absence and Declarations of Interest
- Minutes of the Previous Meeting
- Public Questions and Petitions
- Agenda Plan

Committee date	Agenda item	Lead officer(s)	Deadline for draft reports	Agenda despatch date
29/07/24	Milton Road Resident Parking Scheme	G Baldwin / J Hostler	17/09/24	19/07/24
	Vinery Road Experimental Traffic Regulation Order	G Weller		
	Headly Street, Eagle Street and Hazell Street Waiting Restrictions	G Baldwin		
18/09/24	Pavement Parking and Red Routes Update	S Hansen / GCP	06/09/24	10/09/24
	Update on the Review of Hours / Charges of Existing Resident Parking Schemes	N Gardner		
	Cycling and Pedestrian Schemes Update	G Weller / GCP		
	On-street Parking Charges and Policies	P Hammer		
	Active Travel Funding	J Richards		
	Traffic Regulation Order Objections Associated with the Proposed Waiting Restrictions on Riverside, Cambridge	S Hansen		
	Resident Parking Schemes Update	N Gardner / GCP		

18/12/24	LHI Process	J Rutherford	06/12/24	10/12/24
12/03/25	City Council Walking, Cycling and Active Travel Promotion Grant Programme	J Richards	28/02/25	04/03/25
June 2025 (date TBC)	Pavement License Update Report	L Catchpole		

Please contact Democratic Services (democraticservices365@cambridgeshire.gov.uk) if you require this information in a more accessible format.